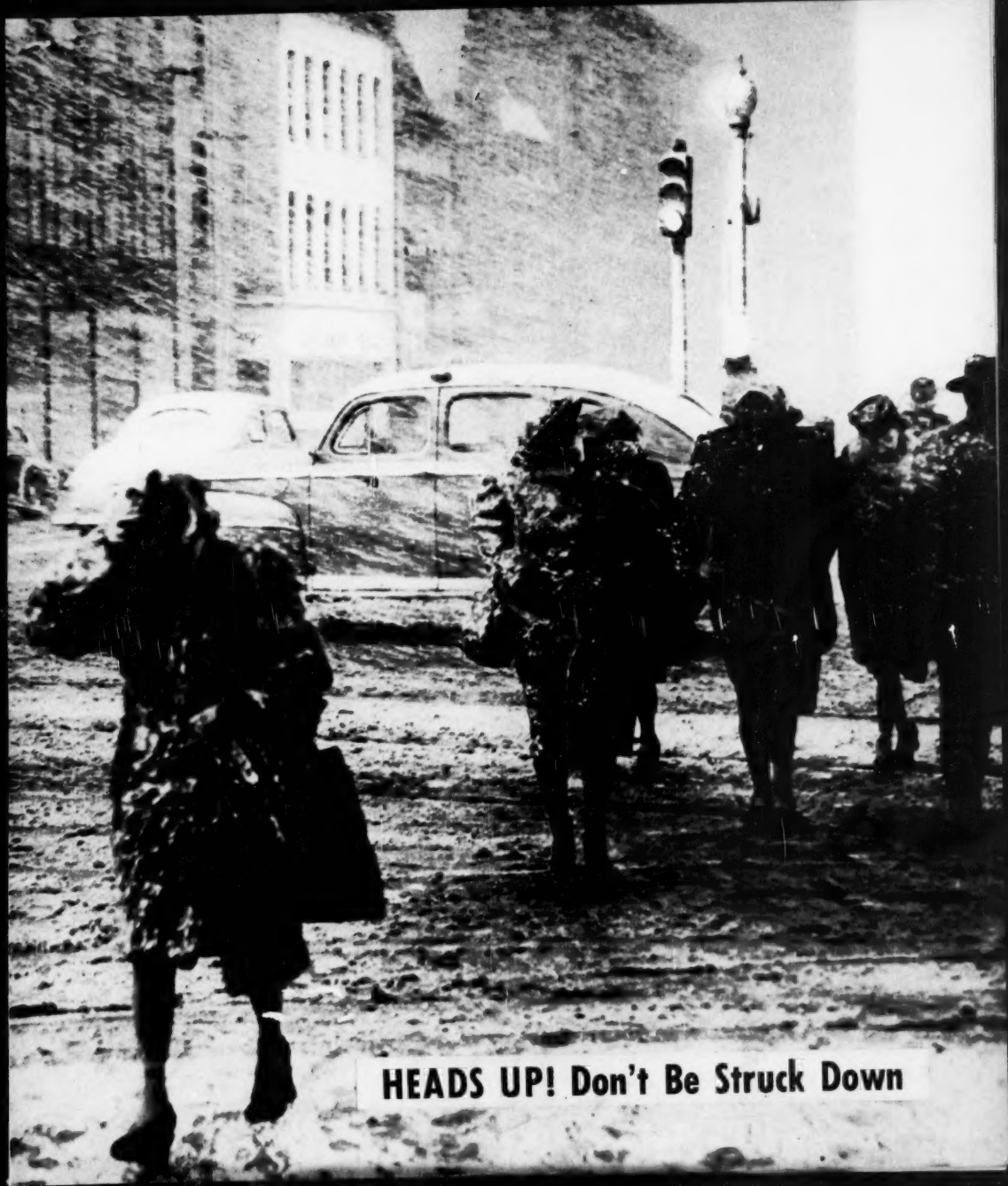
PUBLIC SAFETY

MARCH, 1951



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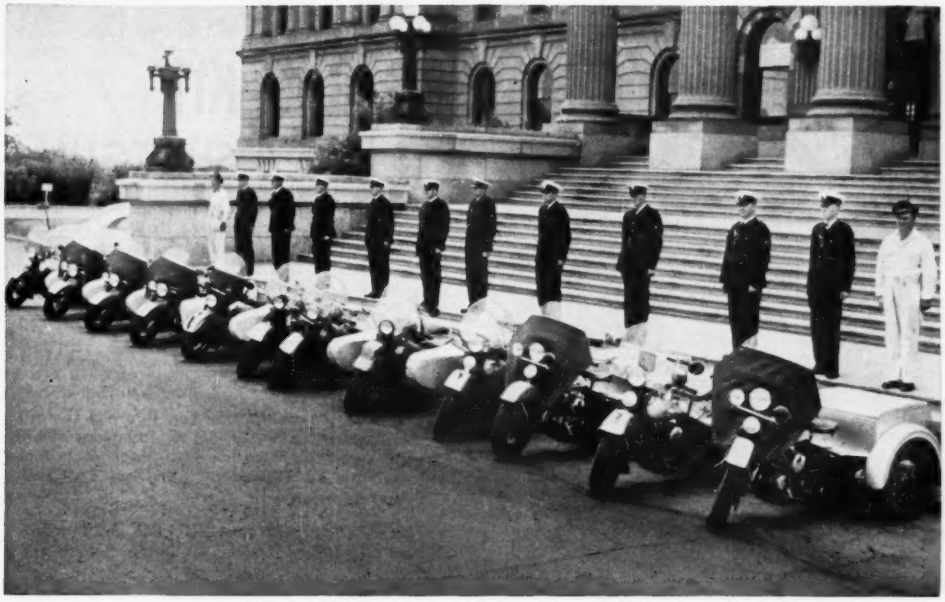

Edmonton, Alberta, Traffic Department. Left to right: Doug. Brown (Mechanic); Constables: Fernell, Ellis, Ursel, McCallum; Sgt. Woodward; Constables: Munson, Smith, Reid, McNichol, Moore.

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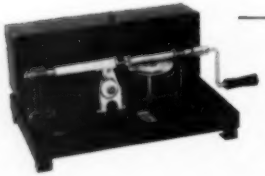

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PUBLIC SAFETY

MARCH, 1951

VOLUME 39, NUMBER 3

. . . BETWEEN STOPS . . .

WE sincerely hope that March will not produce weather anything like the blizzard on our cover. But we can be certain that March will come up with all kinds of weather in all sections of America. Let's hope that John Q. Public won't emulate the weather and blow hot and cold on the subject of traffic safety. Heads up, don't be struck down!

* * *

Paul Hill, NSC field representative for the Western States, sends along a clipping from the *Denver Monitor* headed: "Stopometers, Not Speedometers, Needed!" The article—a front page editorial—calls for a meter that will tell us our speed in relation to stopping distances instead of miles per hour. Aside from the technical details that are guaranteed to keep engineers busy with this one for the next aeon, the idea has merit from an educational point of view.

* * *

Chicagoans will find things different in the old home town, for "Windy City" pedestrians must learn new habits. The City Council passed a new traffic code which contains a pedestrian ordinance—first one in Chicago's history. Jaywalkers will find it backed up by strict enforcement, following a 30 to 60-day warning period. The new law provides for fines up to $200 against jaywalkers.

* * *

This tale was passed on to us by Captain A. S. Windham of the Mississippi Highway Patrol. It seems that State Trooper Pol had stopped a truck driver in Biloxi for having improper lights on his truck, and in the process of making the arrest, asked for the trucker's driver license. The trucker pulled from his pocket — of all things — not a driver's license, but a two-month old traffic ticket, issued by another state patrolman for the same charge. The trucker failed to appear in court to answer the charge. However, he got lots of attention in his second brush with the law. He spent the night in the Biloxi jail in default of $20 bond, and with the assistance of the court resolved to get the proper lights on his truck before permitting it to be driven again. It seems he had a driver license all the time, he just looked in the wrong pocket.

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REG. U. S. PAT. OFF.

SAFETY

George E. Miller, chief of the Public Safety Department, Oak Ridge, Tenn.

in ATOMLAND

By Frank Davis

WHEN your car swings over the last ridge that separates the innocent countryside from the City of Oak Ridge, Tennessee, you're in Atomland, U.S.A., brother—the town which is the scientific hot-house of that burgeoning bloom, the Atomic Bomb, whose rosy blossoms smothered Hiroshima and Nagasaki in mushrooming clouds of death and destruction.

Here, where you catch your breath on the look-out ridge parking space, your eye catches sweeping vistas of buildings piled helter skelter along the oak ridges which give the city its name. Here is a metropolis which sprung into being overnight, full-blown and still sprinkled with the red mud of the Tennessee hills.

And, somehow, there's a breathless hush as you stand, still dreaming, gazing down this valley, and safety and accident prevention assume an importance never felt before. For here they have a meaning all their own.

Nurtured here are catclysmic crystals of titanic explosion; nurtured carefully in laboratories that are miniature worlds holding vast and awesome mysteries. And, solemnly, you realize, too, that here is America's mightiest armory. That in this city—of all places in the nation—the words "safety" and "accident prevention" have taken on new shades of meaning within the guarded precincts of Atomland's only industry and at the hearthstone of every Oak Ridge home.

The figures bear this out, for Oak Ridgers have both by precept and by

Next Page

The author is editor of PUBLIC SAFETY MAGAZINE, and the article an on-the-spot account of a recent visit to the "Atomic City," Oak Ridge, Tenn.

On opposite page: Just a few years ago this was a farm. Now, it's the 5 o'clock break on the Oak Ridge Turnpike with buses entering and leaving Central Terminal.

Below right: Snow can cause havoc with Oak Ridge's traffic control and accident prevention program, so when winter powders the Tennessee hills, media goes full throttle on accident prevention copy. At left below: Troy Richardson, Oak Ridge Fire Commissioner, gazes cameraward as Fireos stage mock rescue demonstration.

SAFETY in ATOMLAND

From Preceding Page

example lived safely since the city came into being. One result which First Sgt. Charles H. Engels, of the Oak Ridge Police Department and my first day's guide, pointed out to me was that the average cost per person for accidents, fires and crimes in Oak Ridge was less than one-fourth of the same average cost per person for the entire United States.

Last year Oak Ridge again had one traffic death to report for the 12 months. This traffic fatality marked the second in a two-year period. Prior to the fatality which marred 1949's perfect record, however, Oak Ridge had run up a total of 1,423 deathless days — close to four years without a fatality.

The Public Safety Department is the community watch dog of the City of Oak Ridge. Firemen and police maintain a round-the-clock vigil for fires, accidents, criminal acts and visits from the lads in the flying saucers.

George E. Miller is chief of the Department of Public Safety and expert in methods of making accident prevention programs tick. Chief Miller has a long and distinguished record in the field of accident prevention, having served as assistant director of the National Safety Council's Traffic and Transportation Division, and for many years as enforcement consultant and secretary of its Police and Courts Division. He also served as the first executive secretary of the National Committee for Traffic Safety, and prior to his service with the Council, was for 11 years an officer of the Pennsylvania State Police.

Trafficwise, Oak Ridge is strictly on the ball. A continuous analysis of traffic violations, motor vehicle accidents, and driving factors (such as weather conditions) provides data from which traffic problems can be studied and safety measures devised. William J. Cree, chief of the Analytical Services Division, reports directly to the chief of the Department of Public Safety, keeping him informed of changing trends.

Chief of Police Charles T. Vettel has the police department on a round-the-clock basis via a complement of 64 employees — including officers, clerks, technicians and other personnel. Of this total, 58 are police officers all of whom are sworn in as Anderson County Deputy Sheriffs. A constant training program is maintained with Captain J. B. Livingston in charge, and a visit to the police laboratory is mighty like a trip to Merlin's magic lair with Sgt. Lew Skeel, laboratory technician, playing the role of necromancer.

You can give this technician the combings from a gnat's hairbrush and he will come with its life history. Woe to the hit-and-run driver who leaves a single trace of his passing, for Sergeant Skeel can reconstruct events from such flimsy evidence as a trace of paint, or a fragment of chrome or other metal. A tire track, or other trail comes to life in the laboratory under the wizard fingers of this traffic detective. Moulage, photography, chemical reactions, etc. each play their role in the parade of technical knowledge which tracks the perpetrator down.

Chemical tests for intoxication are routine stuff here in Oak Ridge and the Sergeant and the Intoximeter are called on whenever the situation warrants it. The laboratory findings and expert testimony are so exact that the guilty accept them as being final and the courts have backed the tests whenever they were presented in court.

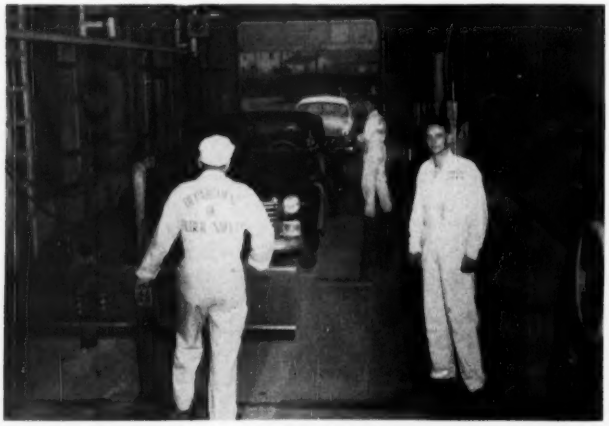
But the final proof of the excellence of this department is in the fact that other law enforcement agencies turn to it for help in all fields of detection.

Perhaps no city of 33,000 in all America has had better traffic engineering than Oak Ridge. But changing conditions make adaptations vital to the community's continued progress. Lloyd A. Bowman, traffic engineer, sees to it that, engineeringwise, Oak Ridge is kept in the forefront.

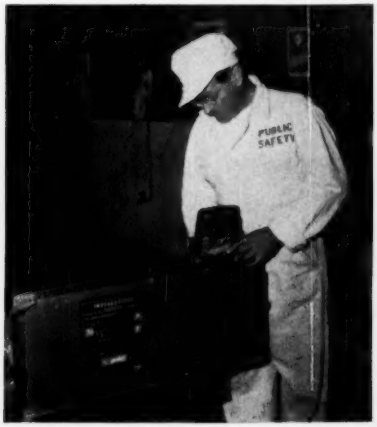
Traffic counts determine the traffic volumes and a list of "hot spots," dangerous intersections, etc. are kept up to the minute. Types and frequencies of violations are constantly studied and an accident spot map plays an important role in correlating engineering with enforcement.

To Page 36

Approximately 18,400 vehicles passed through this testing lane last year but less than two-thirds were okayed, the others requiring re-inspection. Most common defects were found in headlights and service brakes. Coy Barrett, chief inspector (back to camera) and his assistants, Roy Luallen and Ralph Meade, keep safety lane traffic moving.



Of course the fact that Coy Barrett, chief inspector at the Oak Ridge Safety Lane, wears the letters that spell out PUBLIC SAFETY embroidered over his heart has nothing to do with this close-up of a check-up inspection of headlights.



LET'S FACE OUR OBLIGATIONS

By Homer Garrison, Jr.
Director, Texas Department of Public Safety

LET'S get it clearly in our minds that the persons killed and injured on our highways are just as truly casualties as those in Korea. The persons who cause or are responsible for these casualties are contributing to the welfare of our enemies. I will sum up the problem in one simple statement of fact: The killing and maiming of our citizens and the destruction of property in traffic accidents must be stopped as a necessary and vital contribution to the preservation of our nation.

The problem of state traffic law enforcement is entirely too simplified in the minds of many of us—simplified to the point where it means merely the uniformed officer whom we do or do not see on the highway.

The traffic enforcement activities of every state are made up of the sum total of work of the enforcement officers having traffic responsibilities in every subdivision of the state government, as well as the state personnel of the driver's license examiners, the driver improvement personnel, the accident record departments of the state and cities, the courts, the prosecutors, the juries, public education and informational personnel and the individual citizens.

At the state level, comprehensive accident report coverage, correlation and analysis of these reports, is vital to all segments of a sound enforcement program. There must be full and complete correlation between the uniformed patrol and the driver's license division, and they must have adequate personnel to meet their joint responsibilities. Failure on the part of either seriously affects the overall results. The public information and educational personnel of the state must function in an understanding and cooperative manner.

Only through a full realization by local officials and the citizens of the state program, its objectives and reasons, can the cooperation and support of the citizenry be secured. Efficient operation and cooperation of local enforcement officers working in the traffic field is vital to secure needed results.

The courts and prosecutors hold a vital position in the solution of this problem. Without sympathetic and impartial administration of justice when cases are filed, and with convictions and adequate penalties, the time, effort and expense of the enforcement officer is largely wasted. The courts have an additional responsibility and opportunity to aid in the solution of this problem through strict observance of state laws, which for the most part requires the presiding judges in all traffic cases to submit conviction reports to the proper state agency. I cannot impress upon the courts too strongly the urgency and necessity of having these reports available. Without them, we are totally unable to weed out those drivers who continuously exhibit an indifference and contempt for law and consequently for the lives and property of others.

Long research has shown that about 15 per cent of our drivers are responsible for 85 per cent of the total traffic accidents. The rigid requirements of our driver's license examining procedure in the State of Texas has succeeded in weeding out some of the incompetents before they get behind the wheel of an automobile. For those who do get their license, but become afflicted with what we term "Accident Prone-itis," we have the Driver Improvement Section of our Driver's License Division. Texas has approximately three million licensed drivers. Approximately 450,000 of these constitute that 15 per cent of "problem drivers," who must be coped with by only three men assigned to the Driver Improvement Section.

Why don't you assign more personnel to this important work?—you may ask. I'll tell you why: Because we have only 100 men altogether in that division. If we used all of them just to give examinations to applicants for driver's licenses, we would still have to keep many, many people standing in line every day waiting for their turn.

Actually, the Driver's License Division now has only seven more examiners than we had nine years ago, to handle an increase of 64 per cent in applicants.

If the individual citizens comprising the 85 per cent previously mentioned, will take upon themselves the enforcement problem as it affects their own driving and walking behavior in traffic, and leave the time of the official enforcement personnel to be devoted to the correction of the driving habits or a removal from the highways of the law-breaking, nonsocial, unpatriotic, unthinking saboteurs comprising "the 15 per cent," our highway accident toll will be cut radically and fast. This is the individual's responsibility in the enforcement program and it is probably the most important segment.

The death and injury of human beings and destruction of material on our highways is as serious to our future preservation as if it were caused by our enemies. No sensible person today questions the fact that we face a period when every individual, every governmental employee, as well as every person in our Armed Services must have as an objective only one course of action—the doing of those things that will make us stronger as a community, a state and a nation, and doing nothing that will weaken us.

The elimination of traffic accidents is an important factor in achieving this objective. I am certain all those responsible for stopping traffic accidents in the United States will do their part, and I assure you that the Texas Department of Public Safety will give everything that it has to fulfill its responsibility.

Digest of an address by the author at the Governor's Emergency Traffic Safety Conference, Austin, Texas, December, 1950.

UNTANGLING PHILADELPHIA TRAFFIC

By
Robert A. Mitchell

Photos below illustrate intersection of University and Curie Avenues (top) before and (bottom) after treatment by the Bureau of Traffic Engineering. Traffic circle with approach islands (bottom photo) allowed vehicles to move in one-way direction around circle, eliminated conflict.

TAKE a tankcar full of liquid and try and empty it with a 10-gallon jug and you will have a rough idea of the problems inherent in improving the movement of traffic in a city like Philadelphia. Our town was a metropolis in Civil War days and is still confronted with a grid system of streets quite adequate in that *ante bellum* era but not quite what the doctor ordered to meet the needs of the atomic age.

To meet the needs of vehicular traffic, we have had to employ every trick in the trade known to traffic engineers. Our gridiron system of narrow streets, honeycombed with street car tracks, presents a terrific challenge to traffic experts, particularly when the major traffic arteries are carrying more vehicles than their rated capacity.

Our Bureau of Traffic Engineering is charged with responsibility for this problem. Since 1930, we have been striving to improve traffic conditions on the existing street system.

Most of the improvement effected in the central business district has been due to the elimination of practically all curb parking. Some credit, however, goes to the progressive traffic signal systems and the reversal of one-way movement on some streets.

But others engaged in the profession will be particularly interested in how we met specific problems. And, for this reason, may we cite some of the changes that have been made to relieve congestion and reduce accidents in various sections of the city.

In the photos illustrating this article are aptly illustrated some of the problems concerning the intersection of University and Curie Avenues. When plans for University Avenue were being prepared by the Department of Public Works, the Bureau of Traffic Engineering was requested to design the intersection at Curie Avenue. University Avenue was to have a 60 foot roadway and Curie Avenue, an existing 40 foot street, would intersect and form a T head intersection. Our recommendation was a traffic circle with approach islands as shown in the lower photo, where traffic would move in a one-way direction around the circle.

The director of public works, however, insisted on installing a triangular island as shown in the upper photo. Under this arrangement, traffic moved in two directions on each side of the

The author was chief, Bureau of Traffic Engineering, Philadelphia Department of Public Safety, when this article was written. He has since joined the engineering firm of Gannett, Fleming, Cordry and Carpenter, Inc. Harrisburg, Pa. He is a past president of the Institute of Traffic Engineers, and chairman of the Committee on Traffic Control of the American Roadbuilders' Association.

island and we had to install and operate traffic signals to control the traffic.

Needless to say such an arrangement fostered congestion and created accidents. After about a year, the director of public works acknowledged his mistake and ordered the triangular island removed and the traffic circle built. This arrangement has handled traffic satisfactorily with very few accidents for more than 12 years. Both streets carry heavy volumes of traffic, some 40 per cent of which comprises commercial vehicles. Public Works has accepted all of our designs for channelization islands since that time.

Three other cases in point seem worthy of description. We have listed them as Plans A, B and C, and the locations are charted on page 9.

Plan "A" shows The Benjamin Franklin Parkway, connecting the central business streets with the park drives that skirt each side of the Schuylkill River and serve a large population in the west and northwest sections of Philadelphia and its environs. Only pleasure vehicles are permitted on this parkway system and even though The Parkway is predominantly a peak traffic artery, it carries more vehicles than any other street.

As can be seen from the plan, The Parkway is crossed at grade approximately every 500 feet, sometimes by one street and sometimes two intersecting streets. At the time the traffic signal system was designed for The Parkway, the Bureau of Traffic Engineering did not have authority over the installation and operation of traffic signals. We advised the responsible bureau, however, that three-phase signals would not be satisfactory because the cycle would be too long to permit continuous movement of Parkway traffic at a reasonable speed. We had recommended a four-phase system with a double 40-second cycle where The Parkway traffic would move each cycle and at three-way intersections the traffic on one cross-street moved during the first 40-second cycle and traffic in the second cross-street during the second 40-second cycle. As far as we know this was the first design of four-phase traffic signal system.

Our advice was not accepted and the three-phase signal system was installed. Fortunately for our prestige, reaction to the signals was exactly as we had anticipated and public pressure forced a change to the four-phase timing which has worked satisfactorily ever since.

There were several other special treatments which were so effective in improving the movement of traffic on The Parkway that they warrant description.

At one time all the westbound traffic had to continue around the Art Museum Circle to reach the lower and upper levels of the Spring Garden Street Bridge and the West River Drive. As can be seen from the plan, this is not a true circle and traffic is controlled by traffic signals. The afternoon peak traffic was so heavy that the signals could not handle the load.

A solution was to syphon off of The Parkway those motorists destined for the West River Drive over the lower level of the Spring Garden Street Bridge. This was accomplished by smooth paving Callowhill Street, which had been used as a route for the trash wagons, and extending the lower level approach drive to Callowhill Street.

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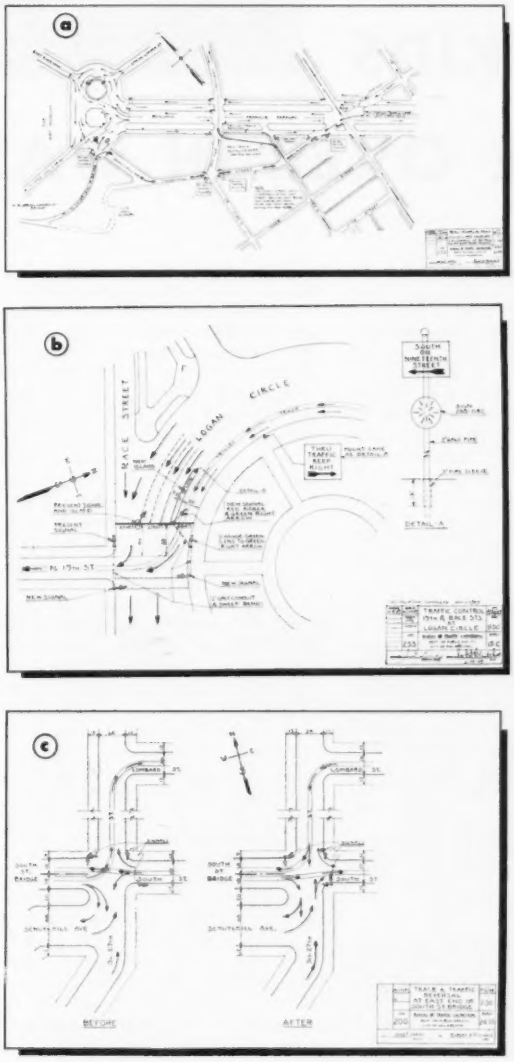

The District's Teen-Age Council goes to work. Officers left to right are: Dorothy Boone, corresponding secretary, Immaculata Seminary; Joseph Wilkinson, chairman pro tem, Calvin Coolidge High School; Robert Alvord, recording secretary, National Cathedral School for Boys, and Director Keneipp.

By Elinor Kirwan Thorpe

THE KIDS TAKE OVER IN WASHINGTON

A FEW weeks ago the father of three children—two of them teen-agers—sat and listened while his offspring launched into an unsolicited dissertation on the traffic problems of America's big cities. The lecture was a scathing one, a ringing denunciation of the nation's urban traffic systems, and of millions of drivers (particularly older drivers). There is a sort of adult motoring delinquency in the land, the kids announced; and a good 50 per cent of persons over 21 drive so poorly or so dangerously that they should never be allowed behind a wheel.

Now, this sort of thing was no real novelty to the father. Since he is George E. Keneipp, director of vehicles and traffic in Washington, D. C., it readily can be seen why he he was vulnerable to his youngsters' attack. The nation's capital, needless to say, has long been a center of controversy in many ways. As far as the driving situation is concerned, that is understatement.

The lay-out of the streets, in the first place, is the despair of most traffic engineers. In the District of Columbia lettered streets run east-to-west, and numbered streets north-south. This is fair enough, but broad avenues cut across them diagonally, without apparent rhyme or reason; and circles, often scenically beautiful, pop up at random to create grievous bottlenecks.

But most disturbing of all—and this was the chief lament of Keneipp's children—is the personal eccentricities of many of the drivers whose vehicles roll down the Capital's famed avenues, its hectic downtown streets, and unsung alleys. Washingtonians proper, that is, the "cave-dwellers," maintain that the home-grown drivers are a pretty competent bunch of motorists—and the records back them up. But, about 50 per cent of those who drive there daily are from other parts of the country, they point out. These are the drivers who manage to foul up the system, they argue.

Of course, there are local problem-drivers too. For instance, the hundreds of foreign diplomats who wheel around the city in their official limousines are immune to arrest. No traffic cop is really enthusiastic about "charging" a member of Congress, either—especially when it is Congress which "rules" the city. VIP's of all types are far more numerous than in any other city in the country—and possibly the world. All of this does not make Washington's traffic situation any easier to deal with. (Because of all these adverse conditions, Keneipp and other District officials take great pride in the outstanding number of traffic awards the city has won for its safety programs in the past few years.)

All of this the Traffic Director was, of course, mindful of as he listened to his children. But as the attack concentrated on adult drivers, paternal indulgence slowly left him. He became increasingly pained. Keneipp had to admit, of course, there was much truth in his youngster's charges. But, after all, were they not in a glass house category *themselves?* For years reckless teen-age drivers have been denounced across the nation as "hot rod happy," as "kid killers of the highways," as general menaces to motoring safety.

Then . . . as Keneipp dwelled on this inspiration dawned! "Out of the mouths of babes — even delinquent-driving babes . . ." he muttered.

The next day the Traffic Director's idea began to crystallize. A conference of supervisors of the Washington Department of Vehicles and Traffic was called and from this emerged the first Young People's Traffic Council in the nation, and, probably, in the world.

This was to be a forum where Keneipp could get the advice—judging by his own kids' reactions, it would be sensible—of safety-conscious, teen-age drivers in Washington. Machinery was set up to obtain two students, who are licensed drivers, from each public, private and parochial high school in the District of Columbia.

The author is administrative assistant to the director, Department of Vehicles and Traffic, District of Columbia Government. She was formerly a member of the staff of the National Safety Council and was secretary of the Council's Committee on Public Safety Education. Prior to joining the NSC staff, Mrs. Thorpe had been assistant deputy commissioner of motor vehicles in New York State.

First, the schools had to be sold on the value of the idea. Once approved, it was their job to choose their own representatives. Of the 37 schools canvassed, all but one gave their approval. Some were highly enthusiastic, all 36 cooperative.

Last December 13, in a properly official setting—the Board Room otherwise used by Washington's ruling three Commissioners—the first meeting of the Young People's Traffic Council was held. The session was scheduled for 1 p.m. Well ahead of that hour, some 60 students had filed, serious-faced, into the Board Room. They were obviously prepared to grapple with a serious issue.

Keneipp swung his gavel and the meeting came to order. The students quickly elected temporary officers, and plunged into the business of the day.

A tow-headed youth of about 16, not forgetting Roberts Rules of Order, rose: "Mr. Chairman, on behalf of the assembled driving students here I want to pledge you our cooperation in coping with the traffic situation in this city."

Gravely, Keneipp thanked the boy, and explained he had formed the Council so that he might better deal with the whole question of teen-age driving. He wanted the student-drivers' advice, he said in dealing with the "hot-rod" operator. Also, he wanted their advice in coping with adult problem-drivers. Did they have any particular grievances?

With this question, the Young People's Traffic Council came alive. Earnestly, students competed for recognition from the chair. "Mr. Chairman," cried "Sandy" Wool, of Roosevelt High School, "I am amazed by the unnecessary risks some so-called adult drivers take in traffic. Have you ever noticed mothers making quick stops and starts—with small children standing up in the front seat beside them?"

Keneipp, equally serious now, jotted a note on a memorandum pad.

Joe Wilkinson, of Calvin Coolidge High School, demanded stricter enforcement of the ordinance which forbids excessive use of the horn. Hornblowers had the effect of turning otherwise orderly traffic into turmoil. And he protested against cars which create traffic bottlenecks by traveling unnecessarily slow, well below the limit of 25 m.p.h. Police cars in particular were guilty of this, young Wilkinson declared.

Bill Johnson, a red-haired youngster, from Woodrow Wilson High School took up the question of diplomatic immunity to the traffic laws.

"Let's do something about these diplomatic cars," he said. "They not only violate the regulations—especially parking—but often park in such a way as to tie up traffic in the midst of rush-hour. I'm for the United Nations but I don't think 'privileges' like that should be granted by this country." (In Washington, drivers of cars of foreign embassies and legations seldom are arrested by local police.)

At a steadily quickening tempo, earnest youngsters complained about: lane-jumpers (the eager fellow who switches lanes to pass); the signal-snappers (those who signal left to turn right); meandering pedestrians; drivers who jump the gun at lights; cabbies who overload their vehicles (in Washington taxi fares mount according to the number of passengers on "group rides"); passengers who descend carelessly in traffic. All these were called to Keneipp's attention, as well as conventional species like the road-hog and the Sunday-driver.

Marvin Rosenblatt, of Western High School, was cheered when he announced firmly that he was getting "terribly tired of hearing what good drivers my parents are—and *were* in their youth."

By this time, Keneipp's notes were voluminous. He dropped his pencil a moment, flexing the fingers of a cramped hand.

Charles Hooks, of Armstrong High School, rose.

"I object to the old drivers. They hem and haw; they hesitate—they just can't make up their minds what to do. I think something should be done about them."

"Well, I'm not exactly a youngster," smiled Keneipp. "Just what age group do you consider 'old'?" Said Hooks, "I refer to *very* old people—say about 50!"

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A vocal group of teen-age youngsters offered to cooperate with traffic officials on a permanent, continuing basis.

Some of the suggestions offered by the youngsters were good enough to put into practice immediately, others were highly impractical. Director Keneipp, surrounded by youngsters, seems pleased with youngsters' enthusiasm.

Delegates from all over the State of Florida jammed this Tampa auditorium to hear Governor Fuller Warren launch program to put Action Program into force throughout the state.

FLORIDA FOLLOWS THROUGH

By Stanmore Cawthon
Editor, Florida Voice of Safety

FLORIDIANS have learned this lesson through bitter experience: To be effective, a safety program must be aggressively supported *every day in the year.*

Back in 1946, a successful Governor's Highway Safety Conference was held in Orlando. Some 600 persons attended and helped draw an excellent blueprint for making Florida highways safer.

But unfortunately, nothing was done to form a permanent organization or agency to carry out the program that had been so carefully planned. As a natural result, few of the recommendations of the Conference were followed through and put into effect.

During the years immediately following 1946, individuals and some local groups did their best to correct the conditions which resulted in several hundred deaths annually on Florida highways. But a concerted statewide effort was lacking and by the beginning of 1950 the problem had assumed appalling proportions.

With 1950 highway deaths running 56 per cent ahead of the same period in 1949 for the first few months of the year, Governor Fuller Warren called together those state officials having traffic safety responsibilities and organized an official coordinating committee.

The Governor, whose long and sometimes single-handed fight to remove roving livestock from the highways finally was successful in 1949, made it plain he considered the situation an emergency. It was a personal challange for he had been the victim of a series of automobile accidents in 1947, and he called on members of the committee to join with him in organizing the Second Annual Governor's Highway Safety Conference.

Out of such a conference, he emphasized, should come a nonpartisan statewide organization of citizens dedicated to advancing the cause of safety through the years ahead.

The Governor then took the lead by offering to pay the salary of the conference executive secretary from his contingency fund. Committee members responded quickly by making $20,000 available from emergency funds to pay other conference expenses.

In addition, several state departments voluntarily offered the services of personnel and use of office furniture and fixtures. The coordinating committee chose Comptroller C. M. Gay as chairman and Nat H. Rambo as executive secretary and the Second Annual Governor's Highway Safety Conference was in business.

Designation of Rambo was characteristic of the nonpartisan nature of Florida's new safety effort. At the insistence of the Governor, the choice was made purely on the basis of merit, qualifications and experience. Rambo had made a highly successful record as executive secretary of the Citizens Safety Council of Hillsborough County.

Just as in other states, the conference staff found that some of Florida's busiest people were ready to spend time and money to help with a coordinated accident prevention campaign.

Carl Brorein, president of the Peninsular Telephone Company, was chosen general chairman and Tampa selected as a conference site. Nine prominent Floridians accepted chairmanships of the conference technical committees and all the committees met prior to the general session to draft reports.

More than 700 persons were on hand for the first general session of the conference. They heard Governor Warren recall that a potential foundation for a sound safety program had been produced at the 1946 Conference.

"Unfortunately, however, there was no organized effort to put that program into effect," he continued. "We expect to avoid that mistake this time. No matter how good a program you work out at this conference, it will fail to attain its objectives unless we have a strong follow-through — not just next week or next month but in all the years that lie ahead."

The Governor added that "unless we supply that strong and continuing effort in the future, this Conference

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WHAT'S YOUR STOPPING DISTANCE AT 20 MPH?

By M. G. Bullock
Supervising Engineer Transit Casualty Company and
General Chairman of the Council's Transit Section

"WHAT'S your stopping distance at 20 mph," was a question put individually to 2,300 bus and street car operators during a recent field program at the St. Louis Public Service Company. And after receiving the answers the Safety Engineering Department of the Transit Casualty Company proceeded to "show 'em" the correct answers. The results and experiences of this program should be of prime interest to anyone handling a fleet safety program.

During a recent classroom "Refresher Course" put on by St. Louis Public Service Company for its bus and street car operators, part of the program involved safety discussion, including the subjects of "Time—Distance—Speed." (This portion was handled by the Safety Engineering Department of the insurance carrier, the Transit Casualty Company.) Included was a chart showing braking distances, which was based upon actual field tests of buses and street cars made in 1946.

Although much was accomplished in the classroom "Refresher Course," we felt that some were not convinced as to their true braking distance. Part of this theory was based upon the human failing of errors in judging distance, discovered by some tests. We also found some openly skeptical of the chart showing braking distances, even though the method of obtaining the figures was carefully explained. The Wagner Stopmeter was included in the photographic display of the 1946 test equipment.

During the current field demonstrations, a Wagner Stopmeter was attached to a bus of PCC street car. This unit is made up of a fifth wheel (like a bicycle wheel) which is clamped to the right front corner passenger step. A cable runs to a combination speedometer and braking distance dial (odometer). The latter is set in motion by a micro-switch attached to the brake pedal. A 6-volt storage battery powers the unit.

Thus for a given speed, a true measurement of braking distance in feet is recorded via the micro-switch and odometer from the moment the foot starts to depress the brake pedal. This unit was custom-built by the Wagner Electric Company. It does not record operator's reaction time, thus it proves braking distance, not total stopping distance. This electric stopmeter is far more accurate than some of the inertia devices available. As for reaction time, it is misleading to a driver to measure his reaction distance "when he is expecting an emergency." We felt it better to use the National Safety Council's average figure of ¾ths of a second, and explain the "why" to the operators.

Of the many interesting observations, reactions, and results of the series of demonstrations, the following are considered of most importance:

1. *Stopping distance is composed of reaction distance plus braking distance.*

To prove to the operator that he had "reaction time," or a time lag between his brain and his muscles, we used a simple demonstration of holding a dollar bill between his outstretched thumb and forefinger and then asking him to close his thumb and finger on the bill when we let go—after missing a couple of times, the man realized that "time lag" exists.

2. *A skid mark is not the total braking distance.*

As an illustration, after a test run or two, a few operators got out of the bus and looked at their skid or tire marks, paced off the distance and then remarked, "That is a heck of a lot shorter distance than what your meter shows." Following this, we would let him choose a fixed marker to drive by and apply his brakes as he passed, then let him compare the stopmeter reading to the distance he traveled from the "marker" to his stopped position. At the same time we would show him that his skid or tire marks did not begin at the marker. We believe reaction time was negligible as these operators would attain 20 mph and then have their foot poised over the brake pedal and hit it as they passed the fixed marker. This procedure always convinced the skeptics, however, and certainly corrected their thinking or beliefs relative to skid or severe tire marks.

3. *Theoretically, when you double your speed, your braking distance should be four times as great.*

Some operators hold a vague opinion that doubling the speed would double their braking distance. In our demonstrations of comparing the braking distances from 10 mph to 20 mph, for instance, we found that the ratio was *actually* about 3 to 3½ times as great (many variables are present to disturb the theory—such as brake lag, etc.). We were primarily interested in disproving a belief that doubling the speed only required double the braking distance, and with the stopmeter it was effectively accomplished.

4. *Maximum braking is achieved just before the wheels slide.*

We were particularly able to prove this with the street car (PCC) demonstrations. We ran some 20 mph tests whereby the braking distance from "plugging" (throwing the "reverser" lever forward which electrically locks the motor armatures and makes the wheels slide), as compared to an

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STOPPING DISTANCE
Continued

Poster below reminded operators that stopping distance demonstrations were "Now Going On," and invited operators to "Try It Yourself." Don Gemmell, Transit Casualty Company Safety Engineering department, points up the challenge. Every operator at the division was given a chance to test himself on emergency stops and to prove to himself just how much distance is required to make stops under varying conditions.

Advance publicity tickled the curiosity of St. Louis Public Service operators. E. M. Reilly, Jr. (left), of the safety engineering group of Transit Casualty, holds advance poster as (from left) Tom Jordan, Easton division sup't.; James W. Underwood, ass't. union representative at Easton; and Elmer C. Dinnius, Easton equipment foreman, discuss promotion plans.

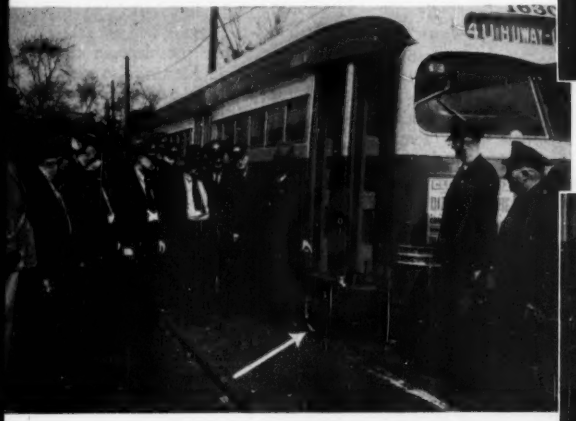
Photo at left: E. M. Reilly, Jr. points to fifth wheel as he explains demonstration before operators board bus to try it for themselves. Same recording equipment was used on buses as on streetcars. In addition to showing operators best way to stop vehicle under varying conditions and speeds, demonstration helped them visualize distance required to stop after brakes were applied.

Photos below show: (left) Fifth wheel is clamped onto the streetcar. The wheel, connected with the recording instruments, measures both speed and distance, which is recorded on dial on pedestal (photo at right). Outside, black portion of dial shows speed in miles per hour and the inside white portion distance traveled in feet. A microswitch on the brake pedal (arrow) starts hand on white portion of dial recording distance as soon as operator begins to brake car. Operator's reaction distance is not included in these calculations. Only distance required to stop is recorded.

The Stopmeter used in the demonstration is shown above. Description of its operation has been given in caption over photos at left below. Miles per hour on black outside band and distance in feet required to stop shown on white dial give accurate measurements. The operator's reaction distance must be added to obtain total distance required to stop the bus.

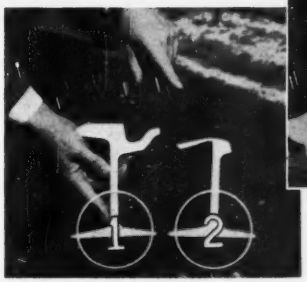
William R. Keith, St. Louis Public Service Instruction department, helped explain brake demonstration to operators. Arrow in photo above points to recording device which was hooked up with fifth wheel outside bus. Dial showed speed and also distance in feet required to make the stop.

Author, (pointing) below, shows how hydraulic brakes work on St. Louis Public Service buses. Exhibit shows rear axle brake assembly. There is separate system identical to this for front axle. Walter J. Trolinger depresses brake pedal (Figure 1). Figure 2 points to hydraulic master brake cylinder. Figure 3 shows location of brake cylinder. Figure 4 denotes meter which shows amount of air pressure being applied. Two dials (Figure 5) show hydraulic pressure exerted on brake shoes.



At left: These operators were among the first to take part in brake demonstration test on a PCC car under varying speeds and conditions. Same equipment was used on street cars as on buses. R. F. Stein points to fifth wheel before operators make actual tests.

As author demonstrates in photo inset at right, improper brake application takes a toll of street car rails. Rail No. 2 is new. Rail No. 1 was taken from a car stop.



The author (pointing) explains to operators how the track brake wears down the rails when improperly used.

Photo at left shows graphically one of the stopping distance demonstrations. Fifth wheel clamped onto door step of bus recorded both speed in miles per hour and distance traveled in feet after brakes were applied. Tests convinced operators they had a lot to learn about braking distances, following distances, etc.

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emergency stop made by using the motor brake, track brake and drum brake simultaneously, showed that the latter stop averaged about 20 per cent shorter distance. It is fairly common for street car operators to believe that "plugging" a street car provides the shortest possible braking distance.

On this property, at least, these demonstrations converted some old timers by our "show 'em" method. In fact, one old-timer saw another operator demonstrate this fact and still would not believe it because "that guy don't know how to run a PCC." He tried it himself and was convinced.

5. *Because of the jolting and jarring of an emergency stop, even experienced drivers will usually underestimate their braking distance.*

Following a quick stop, during which other occupants of the bus or street car were thrown forward, it was very common to have the operator look at the odometer reading and exclaim, "Why, I stopped quicker than that!" In some "hard to convince" cases we had to measure out a distance and then remeasure it with the odometer to show that the instrument was not lying.

6. *Proper judging of distance is a common human failing, even among experienced drivers.*

The odometer part of the test instrument was often used in connection with checking operators as to how far away a certain object was in relation to the front of the bus or street car, and in correcting their method of judging distance (i.e., bus or street car lengths, etc.)

7. *The effect of a grade is quite noticeable.*

Whenever possible we let an operator make an emergency stop on a downgrade, and then turn around and make a similar stop going up the same grade. It proved to be very enlightening; as one operator said, "I guess I haven't been allowing enough distance when going down hill."

8. *A load makes a difference (but not as much as speed).*

Of course, practically every operator already knew this to be true, but he often had a misconception as to how much difference. In theory, double the weight will double the braking distance. Many operators think that a "swinging load" must surely be doubling their weight. With a bus, however, one starts out with an empty vehicle weighing approximately 19,000 lbs. In normal use this weight cannot be equalled as a pay load.

9. *A PCC street car will stop much quicker if the brake is applied from a "coasting" position of the accelerator, as compared with when the car is under acceleration.*

Under acceleration there is more brake lag. This is very noticeable at the lower speeds, such as under 15 mph. Said a union representative at a street car division, "You fellows made a believer out of one boy as he told me he was able to prevent an accident this morning because of what he learned from the demonstration yesterday."

10. *It helped to visualize safe following distance.*

Following reaction demonstrations in the classroom "Refresher Course," we found drivers usually willing to accept ¾th of a second as an average reaction time, and that speed in mph converted to feet represented their average reaction distance (i.e., 30 mph = 30 feet). Thus following each demonstration, the *reaction* distance was *added* to their *braking* distance to give them their total *stopping* distance. This distance in turn was converted into bus or street car lengths to help visualize it.

This was quite convincing. When some experienced drivers were confronted with the total distance, it had quite a sobering effect, particularly when we pointed out that as to weight, a light auto can stop much quicker than a bus, but that a heavy street car cannot stop near as fast as either a bus or an auto. Thus, safe following distances must be principally in relation to the relative braking ability of the vehicles.

In conclusion, perhaps it is well to remember that the average experienced driver believes in his own heart that he knows more about the performance of the vehicle he drives than the boss or safety engineer. When talking of braking and stopping distances, try to use a device which "shows 'em," because in many instances, it will take a lot of convincing to overcome an individual private opinion which is based on many years of driving. Basic traffic safety lies in knowing and respecting the true capabilities of the vehicle. Also, when in court, your operator will be a key witness. He will give more accurate and convincing testimony if he has had the opportunity to actually operate his vehicle with accurate test equipment.

Management is sold on the program, as witness the comments of J. C. Baine, vice president and operating manager of St. Louis Public Service Company. Said Mr. Baine: "I have always believed in employe education. This plan of using a device which allowed the operators an opportunity to make their own accurate tests of vehicle capabilities should do much in furthering our accident prevention program, and lowering our accident costs. In addition, from a maintenance point of view, such demonstrations should help create a better understanding of equipment and help in reducing the abuse from improper operation (such as unnecessary track wear from the track brake in PCC street cars, etc.)."

And, our vice president in charge of claims, H. L. Martin, also views it from the practical side. When asked to comment, Mr. Martin observed: "Jurors expect experienced operators to be expert on estimating distances and speed; therefore, the mistakes an operator may make with his testimony could have a damaging effect. His experiences, coupled with the knowledge he derives from the stopping tests, gives him an understanding which adds strength to his testimony and he is less apt to be confused and led into an incorrect answer during cross-examination. Our claims and legal personnel have noted a considerable improvement in operator testimony since the Public Service classroom refresher course and the actual stopping demonstrations."

And, finally, it is an effective liaison agency. As C. R. Sypher, head of the Safety Engineering Department of Transit Casualty Company, puts it: "The fact that the Safety Engineering Department's program had a voluntary attendance of 97 per cent of the operators indicates the acceptance and interest in the demonstrations. The splendid cooperation displayed by the management of the St. Louis Public Service Company and by the operators' union also shows what can be accomplished by combining forces for creating a better understanding among employes as to the engineering factors which generate accidents.

"As our department works very closely with the claims and legal departments of the insurance company, and with all departments of the insured, we are in a position to do effective liaison work. I believe the brake demonstrations were a good example."

MAKE CAB SYNONYMOUS WITH SAFETY

By Frank Sawyer
President, Checker Taxi Company, Boston;
Vice President, National Association of Taxicab Owners

ANY civic-minded, safety-minded individual or organization knows that more, much more can be done in the way of accident prevention than is now being done. We need the humanitarian type of citizen who, knowing that accidents are preventable, will exert himself to do something in behalf of his fellow citizens and humanity.

If the saving of life is not enough to motivate the nation's taxi operators to take an active part in our community's safety programs, the conservation of our equipment will compel us to do so. We have a national situation reminiscent of something not soon forgotten. During the last war we all experienced the freeze on new equipment. Our salvation ultimately was the fact that there was available a huge pool of new cars. We eventually qualified as an industry for the right to obtain certificates and draw on this pool for replacements for our fleets. This replacement privilege permitted many of us to go through the war years with comparatively good vehicles. As an industry we would have been in a very bad way without it.

In the event of disaster and disruption of telephone service taxicab two-way radio could be utilized most effectively. Some authorities have recognized this. The Red Cross in Boston for one has already demonstrated the effective use of the taxicab two-way radio hookup in staging a mock disaster. Within 12 minutes of the time of the first call, 56 cabs had been assembled at the scene of the mock disaster by means of radio and one of them was used to keep in touch with Red Cross headquarters to convey and receive other necessary messages.

Civilian Defense organizations are showing great interest in the various means by which our services can be employed in their programs and beyond question the taxicab industry is going to play a much greater part in national defense than we have ever done before. It is up to us to be ready to carry the ball when the occasion arises.

This then will mean that to survive we must practice the utmost in conservation of equipment. A program to reduce accidents to the irreducible minimum will be a must. Our cars will be worth more than money because money will not replace them. We must keep them out of accidents and prevent them from being smashed up. We must do more than keep our own drivers safe. We must do everything possible to keep our community safe and prevent the other fellow from wrecking a most precious asset —our means of livelihood.

Much of the leadership and strategy of any program to reduce accidents to the irreducible minimum must emanate from the state. The President's Highway Safety Conference established this principle. However, the front lines of the battle are at the community level. We as cab operators should take the initiative in traffic safety in our own communities. It is not only in our own interest to do so from a selfish standpoint but such activity is a distinct and well recognized public service. It is something which will pay dividends in publicity and community good will.

It is a most logical thing that the person to take the initiative in advocating a safety program should be the leading taxicab operator of that community.

The subjects of personalized transportation and safety go together like bread and butter. As an industry we are and have to be acutely safety minded. Our business is of such nature that we must be reasonably safe to stay in business. The size of our profits depends to a great extent on how few accidents we have. We cannot afford to be regarded by the public as unsafe. On the contrary, anything which helps identify our business with safety is all to the good.

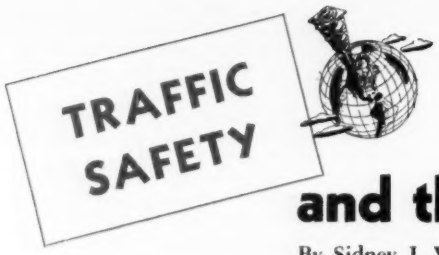
It makes the best kind of public relations for a cab operator to be identified as the leading light in every safety drive. An analysis of our industry made not long ago concluded that public opinion of the taxi business was not as good as it should be and that a lot of work was needed to improve it.

This analysis showed among other things that there were numerous and bitter complaints from persons interviewed on the subject of taxicabs to the effect that taxicab drivers were reckless. These complaints were all made by people classed as occasional riders who in many cases cited this as the reason for giving up taxicab riding altogether.

The interviewer reported that in cases where other motorists or pedestrians were angered by the reckless or inconsiderate driving of a taxicab, the resentment was directed not at the driver as an individual, but at the taxicab company as a whole.

An outstanding advantage which would accrue to the benefit of the taxi operator who plays a prominent part in safety work in his community would be the psychological effect such activity would have on his drivers. No driver can fail to be influenced by the knowledge that his company is prominently identified with the safety work of the community. He is bound to reflect this knowledge in his driving conduct.

We can improve our public relations immeasurably by working to make the word taxicab synonymous with safety in the public mind—and without appropriating a large sum of money to do it. It is such a natural tie-in that we are short-sighted indeed if we do not take full advantage of the opportunity.



Beecroff Memorial Award Lecture in four installments - Part III

and the world we live in

By Sidney J. Williams

IN TRAFFIC as in many other areas the great unknown is the "personal element," the "human factor." We therefore have had to design our laws, our enforcement and our education as the Romans designed their arches—empirically, by trial and error; not as the Hell Gate Bridge arch was designed, by mathematical analysis of strains and stresses. What could we not do with a calculus of human conduct!

The Human Factor

Still, while the world was waiting for the calculus, the Roman Arch was very useful. With good materials and honest workmanship it stood for centuries. So with respect to human conduct and its control on the highway and elsewhere, we must make full use of what we have learned by trial and error, hoping that psychology, politics (government) and education will some day acquire the exactness and assurance which they must have to keep pace with science and invention.

From accident records and other data, incomplete as they are, we have reached a number of working hypotheses. Among them are:

1. *Why people have accidents.* A driver or pedestrian gets into an accident (sometimes with the help of less-than-perfect engineering) for one or more of three main reasons:

   a. He *can't* do better—physical or mental deficiency, temporary or permanent.

   b. He *doesn't know*—has never been trained, has not acquired or has lost the requisite knowledge and skill.

   c. He *doesn't care* enough—doesn't want to have an accident but doesn't sufficiently want not to have one. He is careless, reckless, inattentive, call it what you will. This category, "faulty attitude," is the one we know least about, so it tends to become a catch-all. At the extreme it approaches the homicidal or the suicidal.

The subdivisions of these three kinds of human deficiency would fill several pages. They are overlapping and interdependent. Strength in one area can compensate for weakness in another. The skillful young driver can take changes that the elderly cannot; conversely, the careful driver can get along with slower reactions and less perfect vision. Thus it is difficult to set definite standards for any one of these many variables. We must measure the whole man. To date, the best measure is his own accident (and near-accident) record.

2. *These defects can usually be corrected.* A permanent defect like faulty vision is generally correctible. A temporary defect like fatigue or liquor or drug influence can be avoided. Lack of knowledge or skill, bad driving habits, yield to retraining. Even faulty attitude can be improved by wise handling by the employer, judge, or driver license administrator.

The few incorrectible cases must of course be taken off the road. But the aim of both employers and officials should be and generally is, not to take every seemingly unsafe driver off the road but rather to make him fit to stay on the road. The driver improvement programs of a growing but still small number of state motor vehicle departments promise, I believe, the greatest results for the least money of any single safety measure now known.

3. *The accident-prone driver.* To say that X per cent of the drivers have Y per cent of the accidents means nothing; the mathematics of probability must be applied, with allowance for amount and kind of exposure. Such analyses have shown far more accident repeaters and far more accident-free drivers than would the normal probability curve.

Indeed, we do not need to prove that there are accident-prone drivers. There must be because people are different. Being widely different in all other respects, how could they possibly be alike in their propensity to make mistakes on the highway and thus, sooner or later, get into accidents?

I deplore the present tendency to make the accident-prone driver a scapegoat. Much of this discussion is uninformed. It tends to hide the fact that a great many accidents involve "average" drivers like you and me who just made one mistake too many. The accident-prone driver has never been exactly defined, perhaps cannot be; he must exist in varying degrees that shade imperceptibly into the equally nebulous "average" driver. Every driver is "accident-prone" at times. The accident-prone driver certainly needs more study, but our salvation lies chiefly in applying standard preventives to all drivers and particularly to those with bad records.

4. *The mass approaches* to controlling human conduct on the highway, through education, enforcement and safety organization, have proved themselves. They do bring mass results. Los Angeles drivers actually stop for a pedestrian crossing the street. We can promise any state or city that energetic, continued use of these standard techniques will reduce accidents, just as the Roman builder could promise that his arches would stand up. But the modern concrete arch is much more efficient. The more we can learn about human conduct, the greater results we can get at the same or even less cost—which is quite an important consideration.

5. *Psycho-physical tests.* Some progress has been made in developing practical tests to indicate whether a given individual can probably become an efficient, safe bus or truck driver.

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GREEN CROSS News

by TOM A. BURKE

THE Philadelphia Safety Council is leading a vigorous campaign to reduce speed limits on the Pennsylvania Turnpike. Local members of the Pennsylvania Legislature recently met with safety council officials who pointed out that up to December 18 in 1950, 53 persons had been killed on the turnpike and more than 500 injured. Other organizations interested in safety have joined in the council fight. The legislators and the public quickly saw the need for a strict speed law with enforcement teeth, to be presented to the General Assembly.

Conference Action Promised

The recommendations of the recent Governor's Traffic Safety Conference held in Sacramento, Calif., on December 7-8, have been published in booklet form for distribution by the Governor's Coordinating Committee of state officials. Governor Warren has promised that the recommendations "will be given most careful consideration and many of them will be put into effect in the not too distant future." Special recommendations were made by the engineering, education, enforcement, legislation, administration, public information and commercial vehicle divisions. Sixty-four organizations, all having a direct interest in safety, were represented.

Lansing Appeal

A six-page folder designed as a mail appeal for financial support for the Lansing Safety Council was sent out recently by that organization. It is a concise, businesslike statement of the accomplishments of the Council since it was founded in 1939 and includes membership breakdown by lines of business to show who are the supporters of the council. A straight-from-the-shoulder appeal from the president, Barney C. Cox, is also featured.

Fort Wayne Awards

The Fort Wayne Engineers Club, in cooperation with the Safety Division of the Chamber of Commerce, the police department and the Sheriff of Allen County, is conducting a "High School Good Driver Program" open to all high schools, public and parochial, in Fort Wayne and Allen County. The contest runs for the school year and all students who are legally licensed to drive are eligible to win either the "Good Driver Award" or the "Superior Driver Award." The first certificate goes to all participants who drive through the year without a chargeable accident or reprimand. The "Superior" award is given only on recommendation of a peace officer or school faculty member who has observed unusually meritorious driving or acts of courtesy in traffic.

Triple "Operation Safety"

The Greater Atlanta Safety Council set up its "Operation Safety" traffic educational program about a year ago and it clicked right from the start. Some months ago the council established a second "Operation Safety" program in the field of home safety and followed it with a farm safety year-round schedule along the same general lines of monthly sponsorship. Some important civic group or organization takes over each month's program in each of the three fields. Women's organizations are sponsoring all of the home safety monthly theme programs and various farm groups are taking over each of the farm programs.

Dirty Work at the Crossroads

IT'S a shame we didn't have a full-page spot for this photo of "Operation Violation," staged by the inimitable Jack Burroughs, top columnist of the *Oakland Tribune*. By prearrangement with Captain Wyman Vernon, of the Traffic Division of the Oakland Police Department and the Eastbay Chapter, NSC, the intersection of 15th and Washington, Oakland, Calif., was probably the dizziest intersection in the United States. The stunt culminated the "See Gull" series which Columnist Burroughs devoted to accident prevention and appeared in the *Oakland Tribune's* Sunday Magazine, March 4th. None of the cars was moving. Can you count more than a dozen moving violations? *Tribune* Staff Cameraman Lonnie Wilson took the picture from the top of the Plaza Building.

Heads Western Conference

H. F. Kretchman, editor of the *Salt Lake Telegram,* has been chosen president of the 1951 Western States Safety Conference, succeeding the late George H. Lowe, who passed away on January 6. The thirteenth annual session of the Conference will be held on June 21-23 at Salt Lake City. Mr. Kretchman, widely known newspaper executive, is first vice-president of the executive committee of the Governor's Traffic Safety Coordinating Committee of Utah.

Denton in Service

Irving L. Denton, manager of the Fort Wayne Safety Council, Fort Wayne Chamber of Commerce, has been called into service and on February 25 became an officer of the U. S. Air Force, reporting for duty at Rapid City, South Dakota. "Irv" served in the aviation forces during

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OKLAHOMA SAFETY JIG-SAW PUZZLE

THE picture of traffic safety in Oklahoma is made up of dozens of activities, countless man-hours of work and an attitude found only in the younger states where tradition is something that is currently manufactured and not a faded snapshot from the past.

If you would discover how Oklahoma managed to be one of the seven states in the nation to reduce its traffic fatalities last year, you must first take all the activities, all the work and all the attitudes and move them into their proper position so that the picture is complete.

Now, if you've ever worked a jig-saw puzzle, you know that the easiest way to start is to pick out a distinctive piece and build the picture around it. The distinctive piece in Oklahoma's puzzle is the Uniform Traffic Code which was passed in 1949.

Contained in eight bills, the new legislation provided up-to-date rules of the road; modern equipment requirements; financial responsibility; additional highway patrolmen and driver license examiners.

Colonel Frank Kreml, director, Northwestern University Traffic Institute, said: "The 22nd Session of the Oklahoma Legislature has adopted more good traffic legislation in one session than any other state has done in ten years." The Colonel was right!

Just prior to the convening of the legislature, a Governor's Traffic Safety Conference was called under the sponsorship of the Oklahoma Safety Council. At this Conference, 500 delegates including Republicans and Democrats, truckers and railroaders, sat down and drew up recommendations that became the basis of the new traffic code.

There you have the key piece in Oklahoma's Safety Puzzle. Take the Uniform Traffic Code and place it in the center of the picture, for it will be around this piece that the picture will be built.

The next piece of the picture puzzle to be considered is labeled "Highway Patrol." It, too, is a vital piece, for without the activities of the Patrol, all other efforts would have been partially ineffectual. Place the "Highway Patrol" next to the "Uniform Traffic Code" for the code is the father of the expanded Patrol.

Under provisions of the Code, funds were provided for an increase in personnel of nearly 75 per cent so that today the authorized strength of the Patrol is up to the recommended strength.

In order to secure the best possible men for its Highway Patrol, the Department of Public Safety screened almost 1,000 applicants and subjected the chosen candidates to a rigorous six-weeks training course. Proof of the effectiveness of this course and of the value of the patrol's in-service training is found in the plaque awarded the department by the International Association of Chiefs of Police after adjudging the department best in the southern region.

As an aid to good enforcement, the patrol works with civic groups, schools and safety councils to carry on an educational campaign that has rolled up such notable accomplishments as the inspection of 111,876 vehicles last May, and the expansion of driver education to include more than 400 high schools.

But, education and the milder forms of enforcement alone cannot do the job. During 1949, the Highway Patrol made more moving violation and "drunk driving" arrests than at any other time in its history. Selection, training and morale pay off in the patrol with a lifesaving traffic safety program. Place this important piece of the puzzle next to the code, and make ready to position another part of the puzzle labeled "Driver Licensing."

The code, that paved the way for a stepped-up enforcement program, more than doubled the number of driver license examiners. They were put into uniform and became the only group of driver license examiners in

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Traffic safety takes over the cheering section as Oklahoma A & M rooters signal the number of Oklahoma fatalities in traffic as of December 2, 1950. Scene is the annual Oklahoma A & M-Oklahoma football game. A safety message was flashed over the public address system and the spectators were asked to sign a safety pledge.

hey brought out the band and dis-issed school when the Oklahoma afety Council's "Safety Road Show" ame to town! Featuring such films s the "Devil on Wheels," "Drunk Driving," "Priceless Cargo," and Highway Mania," the road show rove home the need for traffic safety more than 100,000 persons. Theaters ll over the state turned all profits ver to the Safety Council.

They take driver education seriously in Oklahoma. The annual contest has grown so that now eight district and two regional elimination contests must be held prior to the finals. In photo below a group of driver education instructors are shown planning contest in the Oklahoma Safety Council offices.

Coble Gambill, Oklahoma's Commissioner of Public Safety, holds one of the 2,000 bumper signs distributed by the State Highway Patrol to publicize the special holiday accident prevention drive.

OKLAHOMA

SAFETY JIG-SAW PUZZLE

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the nation qualified, by training, to teach driver education.

Under the present program, every applicant for a new license is given an examination. Last year, more than 200,000 such examinations were given and 125,000 new drivers were licensed. In addition to examining new applicants, the files of accident-prone individuals were checked and 4,500 persons were given re-examinations.

Now reach for that part of the puzzle labeled "Engineering." Look at it carefully and you will note that Oklahoma is in the midst of a long-range $333,000,000 highway program. Since 1947, a total of 661 new highway bridges have been built. More than 1,300 miles of highway have been paved and a shoulder-stabilization program has been launched. A program of reflectorization for highway structures and signs is also a major factor in the safety program.

The Highway Department, for the first time, employed a traffic engineer. Now this department and the Department of Public Safety are working together to discover inherently dangerous locations and to correct them through engineering and enforcement.

Next comes that part of the puzzle called "Education." You'll note that this part of the puzzle has listed on it the names of scores of short courses for driver education teachers. These courses have been held at the state university, at the Oklahoma A & M College and in other sections of the state so that they will be available to all instructors.

Under Education, you will also find listed such institutes as the Peace Officers Institute and the Fleet Supervisors Institute. These schools are part of a growing program of adult education designed to provide persons with the knowledge needed to survive under today's traffic conditions.

Keeping pace with the expanded adult program is a safety program offered in the public and private schools of Oklahoma. Programs of this type are now at an all time high!

Place education with enforcement,

Two Oklahoma Highway Patrolmen weigh a Texas truck on US 66. The 10 units assigned to check sizes and weights stopped 7,882 trucks in the first 12 months that Oklahoma's new size and weight regulations were in operation. More than 1,300 violations were found.

engineering and model traffic code. The picture puzzle is almost complete . . . but, not quite. You still have a hand full of smaller pieces. Each one of these must be in place if you are to see the picture as it actually is.

Call the remaining pieces "Public Information" and "Public Support." Glance at them and drop them into place.

First, we find an educational campaign based on the new traffic code. Spearheaded by the Oklahoma Safety Council in cooperation with newspapers and radio stations throughout the state, the campaign used the press, the radio and magazines to make provisions of the new laws known before they went into effect. Countywide meetings were held by the Department of Public Safety. Civic groups were contacted to help spread the word so that when the effective date arrived, there was a minimum of confusion and a maximum of compliance.

The next fragment of the puzzle bears a tag marked "Safety Road Show." More than 100,000 Oklahomans, living in 53 towns, saw a full hour of traffic safety films at their local theater. Schools were dismissed so that students could see these pictures and listen to the Highway Patrolman who spoke in each theater. The theater owners donated their services and profits from admissions were contributed to the Oklahoma Safety Council.

One of the few remaining pieces of the jig-saw puzzle is a rather large and sometimes unwieldy item. This one bears the title "Teen-age Driver Education Contest." This piece is large because it represents elimination contests held in eight districts so as to include the entire state. It also represents regional contests held at Oklahoma A & M and at the University of Oklahoma. The finals are held in Oklahoma City where the winning team is crowned with the title of "State Champ."

You've probably noticed the piece that looks like a microphone. That represents the radio stations of Oklahoma which have proved their interest in public safety by devoting millions of dollars worth of radio time to the cause of public safety. Safety is the best advertised product in Oklahoma!

Next to radio is located a piece of the puzzle called "The Press." The press in Oklahoma knows the worth of safety, the press values a human life and for these reasons, is generous with news, editorial and advertising space.

The part of the puzzle that looks like a billboard represents the outdoor advertising industry which gives a hundred billboards a month to the cause of traffic safety. With radio and press, place outdoor advertising in the puzzle and there you have complete the puzzle called "Safety in Oklahoma."

But, the job is not done!

You must look at the puzzle from the proper angle if you are to get a clear and true idea of the situation. You must understand the common attitude which exists in the minds of the officers, the radiomen, the newspapermen, the teachers, and the thousands of other persons taking part in this continuing safety program. Each of these persons acknowledges his personal responsibility for the safety of his fellow men. They live up to this responsibility with the result that more people live longer in Oklahoma!

Post 100,000th Safety Board

WESLEY NUNN, advertising manager of Standard Oil Company of Indiana, and coordinator of the Advertising Council's safety program, proves to be pretty deft with a brush, as he wields it to paste up the last sheet of the poster that symbolized 100,000 posting months of Outdoor Advertising support of the traffic safety movement.

Interested onlookers are (left to right) Paul Blaisdell, executive director, National Committee for Traffic Safety; Burr L. Robbins, member of the National Safety Council's Public Information Conference and executive vice president of General Outdoor Advertising Company; Paul Jones, director of public information for the National Safety Council, and Karl L. Ghaster, Jr., general manager of the Outdoor Advertising Association of America.

The posting ceremony followed a luncheon given by Mr. Robbins at the Chicago Athletic Club.

Mr. Ghaster cited statistics highlighting the ceremonial posting. He stated: "The whole traffic safety display since the campaign's inception in 1946, had a commercial value for space and paper of $2,500,000.

"Total circulation of the display approximated 42 million," he added, "a conservative estimate which sounds spectacular." The count was arrived at by using methods of tabulation developed by the Traffic Audit Bureau. Only those persons who travel in a direction in which they can clearly see the posters are counted.

Mr. Nunn emphasized the need for developing the necessary promotion to keep traffic safety as permanent as other emergency activities.

Paul Jones told how highly the National Safety Council valued the program and expressed his hope that the industry had derived as much benefit from it as the traffic safety movement had.

In pointing up the importance of this 100,000th month milestone, Paul Blaisdell said: "At any time, under any conditions, the posting of the 100,000th outdoor 24-sheet in a public service program would be worthy of a special celebration."

He concluded that the participation of Outdoor Advertising in the traffic safety movement had been motivated by three main factors: (1), a genuine appreciation of highway safety as a humanitarian and economic problem; (2), a sincere belief that the Outdoor Advertising industry has an obligation to the public it serves, and (3), the realization that the industry's leadership will set an example for other business to follow.

State and Local Officials Expand Committee Action

The State and Local Officials National Highway Safety Committee, in response to a plea from President Truman for stepped-up emphasis on highway safety because of its "critical importance" to national defense, has moved to expand committee action.

One of the three basic groups in the organizational structure of the President's Highway Safety Conference, the Committee has accepted the primary responsibility in acting as the Conference agency to carry out the President's requests which were outlined in a letter to Maj.-Gen. Philip B. Fleming, general chairman of the Conference.

J. A. Anderson, commissioner, State Highway Department of Virginia, who was recently elected president of the American Association of State Highway Officials, took over as SLONHSC chairman January 1. An Operating Committee has been taking action (with full authorization) between meetings of the full Committee. Meanwhile, at request of the Committee, C. Reynolds Weaver, staff member of the Automotive Safety Foundation's Safety Division, has been loaned as executive director of the program during the reorganization period. Wainwright Bridges continues as executive secretary.

In his letter to General Fleming, the President pointed out the need for conservation of manpower and resources for maximum efficiency in use of all highway transportation. He asked for concerted and coordinated action by state and local officials toward those goals, and cited highway transportation as "one of our greatest assets" which "must be developed and maintained at the highest point of safety and efficiency that can be achieved."

Ten national associations of state and local officials are included as members of the State and Local Officials National Highway Safety Committee. These groups will seek to bring about a wider and more intensive application of the Action Program of the President's Conference, working with the state and local official traffic coordinating agencies.

The American Association of State Highway Officials offered full support to this program in a resolution passed at its 36th annual meeting in Miami.

FLEET NEWS

WE HAVE TO SELL TRANSIT SAFETY

By Colin A. Dobell
Director, Transportation Safety & Training
British Columbia Electric Railway Co., Ltd., Vancouver, B. C.

WE have not done enough in the transit industry to sell our employees—our motormen and operators—on the desirability of doing a proper job of work.

It is a fact that a transit operator's job is just as pleasant as he cares to make it, but I don't think we have done enough in the past to make apparent to the operators the advantages they enjoy in most cases. We have good selection programs. We expend a lot of money and effort trying to get suitable employees and in helping them develop the mechanical skills necessary to discharge their job as operators. Relatively few companies, so far as I know, spend a great deal of time in trying to sell the employees on the fact that an operator's job can be pleasant and satisfying if the operator maintains the proper outlook and the proper attitude toward the job. It is a fact, that in spite of point supervision, line supervision and radio control, the transit operator is on his own for 95 per cent of his working day. He can't be supervised all the time. It is both impractical and uneconomical to attempt it. Therefore, if we want good operation, we have to make the operator want to operate properly. He has to do it voluntarily.

In my opinion, we have to do the same with our accident repeaters. Men don't have accidents because they want to. I have never known of an accident being deliberately caused by an operator, although I will admit to having witnessed some wide-open invitations. Without belittling the importance of good vision, fast reaction time and all the other psycho-physical characteristics we seek in a driver, I submit that by far the great majority of accident repeaters are in that category not because they are lacking in physical skills or psycho-physical qualities, but primarily because of improper mental attitudes toward the job. Except for very new employees, I have known of few accidents being caused by lack of skill in the mechanical sense. Generally speaking, employees with the proper attitude, lacking skill or knowledge so far as the mechanics of operating are concerned, will hotfoot it to the Instruction School or similar authority to get help or assistance.

The job then is to correct attitude and it is quite a job. We do have, however, as a result of the work of Merwyn A. Kraft and his associates of the American Transit Association, a very good tool to use in this regard. This is the Case Interview Plan for the Administration of Discipline, a relatively new procedure introduced by the American Transit Association.

You will recall that the cardinal principle of this procedure is that the employee turning in any type of substandard performance must be interviewed; that there must be a two-way discussion or exchange of views between the employee and a suitable company official, usually a superintendent, regarding the employee's performance. Of the various avenues of corrective action known to me, I am convinced that a tailored interview, or series of interviews, offers the best chance of improving poor accident experience. The only catch is that the interview has to be properly handled. You can't just go through the motions and get results.

In the first place the interviewing official must have a fairly intimate knowledge of the operation, so that he can talk to the employee in his own language. He must be sincerely interested in helping the employee improve his situation and this sincere interest must be apparent to the employee. The official must be posted on the company's side of the picture and be able to refer to past accidents sustained by this employee and their results in terms of cost to the company, their effect on service and so on. This official has to be able to demonstrate to the employee in an acceptable manner that his performance is not up to standard, and that he is not pulling his weight; that he is not stacking up against his fellowmen working under identical circumstances.

Properly handled and with the average individual, this approach will get the employee thinking about his situation, and into the frame of mind where he queries the possibility of whether his performance really is all a matter of luck or that the world is picking on him. If this questioning viewpoint can be implanted in the employee's mind, and if he can be impressed that the company's official is honestly sincere in wanting to help,

Digest of an address made by the author before the Transit Section, National Safety Council, 38th National Safety Congress, Chicago.

Pick Cartoon Winners

HERE are the experts who picked the grand award winner and other top cartoons in the 1950 Christmas Safety Cartoon Project conducted by the National Safety Council. From left are: Paul Jones, director of public information for the Council; Judges: Gordon Manning, managing editor of *Collier's;* Robert Fuoss, managing editor of *The Saturday Evening Post;* Chet Shaw, executive editor of *Newsweek;* T. S. Matthews, editor of *Time,* and Robert U. Brown, editor of *Editor & Publisher.* Jack Horner, NSC director of news, is at far right.

THE *Detroit Free Press* has been named grand award winner of the 1950 Christmas Safety Cartoon Project, conducted by the National Safety Council, for an editorial cartoon drawn by Arthur Poinier, staff cartoonist of the *Free Press.*

The newspaper will receive the Council's Public Interest Award and Mr. Poinier will receive the Council's Award of Merit and $300 in cash.

Honorable mention awards went to the *Denver Post* and its cartoonist, Paul Conrad; the *Philadelphia Inquirer* and Hugh Hutton; the *Nashville Tennessean* and Tom Little; the *Spokane Daily Chronicle* and Pat Murphy, and the *Buffalo Courier-Express* and Leo Joseph Roche.

The cartoon project seeks to reduce the annual increase in accidental deaths during the Christmas holiday season by a concerted appeal through the compelling force of editorial cartoons. This was the eighth consecutive year that the project has been a feature of the Council's Christmas holiday safety campaign.

Judges were Robert Fuoss, managing editor of the *Saturday Evening Post;* Gordon Manning, managing editor of *Collier's;* T. S. Matthews, editor of *Time;* Chet Shaw, executive editor of *Newsweek,* and Robert U. Brown, editor of *Editor & Publisher.*

One hundred sixteen cartoons were reviewed at a luncheon February 8 in the Waldorf-Astoria hotel in New York City.

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then some improvement is assured. And this improvement can be made progressive just so long as this attitude can be maintained and fostered.

While I am advocating this approach as *one* very good method of dealing with accident repeaters, don't think for a minute that I believe it will work out in every case. I know it won't. Some men are not amenable to reason. They have the attitude that the world is "agin 'em" and that they *are* being picked on. I suppose it is a form of persecution complex and apparently there are individuals who get satisfaction from regarding themselves as victims of circumstances. With such individuals I know of no practical treatment. However, under normal circumstances and assuming a consistent disciplinary program, such as the A.T.A. Case Interview Plan for the Administration of Discipline, such individuals will quickly work themselves out of a job. Here again, however, the fact that the company has tried to help the individual through interviews and counseling and the records show this, the final steps necessary to the termination of the man's service will be very much easier because these steps were taken.

There is one other aspect to keep in mind. It is no good to have one official, whoever he may be, working alone along these lines. The policy has to be general. All officials dealing with the men (and very certainly those conducting these interviews) must subscribe to and sincerely agree with the approach, and although obviously some will be more effective than others in practicing the policy, none can afford to employ old line methods or be known to subscribe to radically different ideas.

The transportation business is not like the production business. The operators are not under anybody's thumb, or, as we mentioned before, very long under anyone's supervision. They are on their own. Under these circumstances we can't demand a thing. All we can do is seek to sell a bill of goods so that what we want done is done voluntarily.

It seems to me that we should be able to get what we want. When all is said and done, the job of being a transit operator has much to commend it nowadays. Conditions of work, rates of pay, and job privileges are such that we should be able to attract a good type of man and keep his interest and loyalty while he is with us. Assuming that he is physically fit and competent for the job and possesses a reasonable intelligence (which adequate employment tests should determine), and more important than anything, assuming that his continuing service means that he is constantly being sold a bill of goods—that the proper way of doing his job is the best and easiest way for him—then accident rates should not be a major problem.

We can't legislate good operation, but we can sell the need for it to reasonable men. It seems to me that if the need for it can't be sold on any property, one of two things must be wrong. Either there are too many unreasonable men, or else the officials need enlightenment as much as the men do.

FLORIDA FOLLOWS THROUGH

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would become just another meeting at which we convene, deplore existing conditions, pass some resolutions and then go home."

Those attending the Conference accepted the challenge.

They organized themselves into the Florida Citizens Safety Council, adopted a constitution and by-laws, and chose a president and vice president and 24 directors.

J. M. Chupp of Jacksonville, a Winn & Lovett grocery chain executive, was selected president and Mrs. Raeburn C. Horne of Madison was named vice president. The directors, all prominent Floridians of varied occupations and economic interests, were chosen for staggered terms.

The Council adopted a broad, comprehensive program based on the committee reports already adopted by the conference. It also urged the state legislature to appropriate funds to set up a permanent staff and facilities for the Governor's Highway Safety Conference and to provide that such staff and facilities would be available to the Florida Citizens Safety Council.

The follow-through had begun.

Immediately following the conference, the joint Conference-Council staff began to work with the board of directors and the coordinating committee on several specific projects:

1. Assisting local groups to organize effectively to promote accident prevention at the city and county level.

2. Launching "Florida Traffic Counter-Attack," a program designed to step up enforcement efforts in the interest of safety.

3. Disseminating information about the Council's legislative program — a program based largely on recommendations of the President's Highway Safety Conference as adapted to Florida's specific needs.

4. Publishing a monthly newspaper, *Florida Voice of Safety*, to serve as a means of exchanging accident prevention ideas among local groups.

5. Encouraging the use of the Annual Inventory of Safety Activities Analysis by the National Safety Council in all cities which qualify, and aiding in presentation of these analyses when completed.

6. Promoting use of "Promote Safety—Prevent Sorrow" as a safety slogan for 1951.

The plan for a permanent staff to coordinate all safety activities in Florida leaped its first hurdle in January when the budget commission, consisting of the Governor and six elected cabinet members, voted unanimously to ask the legislature to appropriate $60,000 a year to finance the program.

In urging a favorable vote, the Governor commented that "next to national defense, I know of nothing so important to the welfare of all our citizens" as the reduction of highway accidents.

When the proposed recommendation comes before the Florida legislature in April, its sponsors can point to a record of solid achievement in the second half of 1950 after the conference and the council were organized. While no one is satisfied with what has been done, statistics show that the appalling rate of increase in traffic deaths was at least partially arrested after the conference organization was activated.

For the first six months of 1950, deaths totalled 452 as compared to 283 for the same period in 1949. This was an increase of 169.

For the second six months of 1950, the toll was 413 as compared to 401 for the same period in 1949—an increase of 12.

Though still not satisfied, the hundreds of persons now working actively for safety on Florida's highways took a measure of encouragement from the comparative figures for January of 1951 and the same month in 1950, when there was no organized statewide accident prevention program in Florida. In January of 1950, 79 persons lost their lives on Florida highways. This figure was cut to 69 for the first month of this year.

Those who believe in the current safety program are confident the Florida legislature will carry the movement over the next hurdle and will appropriate the relatively small sum needed to assure its continuance on an independent, permanent basis.

They are confident the state's lawmakers will recognize that accident prevention is essential to the public welfare and that they will see to it that *Florida follows through.*

The Kids Take Over in Washington

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"Thank you, I'll make a note of that," replied Keneipp, who celebrated his 50th birthday more than a year ago.

As the meeting proceeded, it was agreed the Council would meet four times a year. The temporary officers were notified they would preside at the next session. Subjects selected for discussion included:

"Should the minimum age limit for drivers' permits be lowered or raised?"

"Should examinations for drivers' permits for persons 15-25 years of age be made more rigid?"

"Teen age driving faults and what this Council can do about them."

The traffic issues for future debate were noted carefully in high school notebooks. Traffic Director Keneipp adjourned the meeting and his student advisors filed out of the Board Room, as serious-faced as when they had entered two hours before.

It was clear that something new had happened in Washington and in the motoring world, where teen-agers and adults drive cars sanely or smash them up, where lives are saved or lost, depending on what its traffic authorities and the community are doing about their traffic problem. It seems highly appropriate to Washington officials, who deal with this increasingly complex problem, that youths, as well as adults, are not dismissing the traffic dilemma as a necessary evil, but accepting it as a challenge of the times.

And healthiest of all the outward signs of this generation of teen-agers is the fact that genuine cooperative effort between youngsters and adult government has replaced the traditional chip-on-the-shoulder attitude that heretofore has marked their relations. The kids have taken over in Washington, and traffic officials are pleased as punch over the "invasion."

NBC Airs Green Cross Song Festival

Thirteen outstanding high school choirs, representing 13 chapters of the National Safety Council, are being heard in a coast-to-coast NBC musical network series entitled "Green Cross Song Festival," the Council announced.

Stars Feted at Los Angeles Meeting

STARS glittered at the Annual Meeting of the Los Angeles Chapter of the National Safety Council held January 29th at the Ambassador Hotel in Los Angeles. Presented with special awards for service to safety were the following: From left (seated) Harry Von Zell, Roy Rogers, Dale Evans and Judy Canova; (standing) Warren Lewis, NBC producer; Frank DeVol and Gloria De Haven. The address of Ned H. Dearborn, president of the National Safety Council, was broadcast via radio. L. W. Van Aken, resident manager of Lumberman's Mutual Casualty Company, is the new LA Chapter president.

The series is being aired from 4:00 to 4:15 p.m. EST, each Saturday for 13 weeks. The opening program was presented Feb. 24, and will run through May 19.

The 80-voice East High School A Cappella Choir of Denver, Colo., inaugurated the series. The choir sang under auspices of the Denver Chapter of the National Safety Council. Ned H. Dearborn, president of the Council, appeared on the initial program. Miss Judith Waller, NBC-Chicago public affairs and education director, formulated program details for the series with the Council's radio director, Dan Thompson.

Teen-age choruses were chosen to emphasize the theme of the "Green Cross Song Festival"—the reduction of teen-age traffic accidents through driver education. A different aspect of the teen-age driving problem will be featured on each remaining broadcast of the series. Officials or safety leaders of each host city have been invited to participate.

Following is the schedule of broadcasts remaining for the series:

March 17—Tampa, Fla., Hillsborough High School Choir.
March 24—Portland, Ore., Combined High School Choir.
March 31—Kansas City, Mo., Southeast High School Choir.
April 7—Rochester, N. Y., Inter-High School Choir of Rochester.
April 14—Fort Wayne, Ind., Combined High School Choir.
April 21—Des Moines, Iowa, Roosevelt High School, A Cappella Choir.
April 28—Salt Lake City, Utah, East High School Choir.
May 5—Seattle, Wash., Lincoln High School "Chanters."
May 12—Baltimore, Md., Southern High School Choir.
May 19—Oakland, Calif., Richmond Union High School, A Cappella Choir.

BULLETIN

The President's Highway Safety Conference will be reconvened in Washington, D. C., June 13-15, at the call of President Truman. The President is reconvening the Conference "because traffic accidents still result in appalling loss of life, personal injury and economic wastage" and "the toll can be reduced."

Traffic Safety and the World We Live In

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One of the best of these is the Motorability Test of the American Transit Association. The Third Avenue Transit System in New York City checked the records of 40 operators selected in 1949 by their "new criteria" including this test, against the record of 40 operators selected in the two preceding years through the use of their "old criteria." During a three months' comparison period the first group had less than half as many accidents as the second group, and only one third as many accidents listed by the company as "preventable." It still is not clear whether such results are due to the merit of the particular tests or to the general impression they give to the new employee that the company is serious about safety.

The employer can use such tests because he is under no legal obligation to hire a probable bad risk. The driver license administrator, on the other hand, cannot turn down a license applicant without clear evidence of his incapacity to drive safely. No psychophysical test yet developed can provide such evidence except as to certain obvious physical defects.

Another kind of check-up is sociological. Dr. W. A. Tillman has shown that "men drive as they live"—that those who get into trouble with the law or with their fellow men have more accidents. It still seems probable that some of these bad actors, who jump their bills or beat their wives, could be made into better drivers.

We need much more study of physical, mental and moral characteristics in relation to accidents.

The Ethics of Driving

The automobile is putting our manners to a grave test. Why are so many "gentle" men and women so ungentle when behind the wheel, so inconsiderate, so prone to blame the other fellow? Are we really that selfish at heart? Is our courtesy in other daily contacts just a thin veneer, imposed by custom, which breaks down under a new stress? Or is it simply that bad manners behind the wheel are more annoying and more harmful than in most other contacts? It will be interesting to see whether the rising generation, to whom the automobile is not an exciting new toy but as commonplace as indoor plumbing, shows better motor manners.

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Coming Events in the Field of Safety

March 19-20, Boston

Thirtieth Annual Massachusetts Safety Conference & Exposition. Contact Edgar F. Copell, president, Massachusetts Safety Council, 31 State Street, Boston 9, Mass.

March 26-27, San Antonio, Tex.

Texas Safety Association Inc., Annual Conference (Gunter Hotel). J. O. Musick, general manager, 815 Brown Bldg., Austin, Tex.

April 3-6, New York

Twenty-first Annual Greater New York Safety Convention & Exposition (Hotels Statler and Governor Clinton). Contact Paul F. Stricker, executive vice president, Greater New York Safety Council, Inc., 60 East 42nd Street, New York 17, N. Y.

April 10-12, Columbus, Ohio

Twenty-first All Ohio Safety Congress and Exhibit (Neil House). Contact James H. Fluker, superintendent, Division of Safety and Hygeine, Industrial Commission of Ohio, Columbus, O.

April 18-20, Charleston, W. Va.

Seventeenth Annual West Virginia Statewide Safety Conference (Daniel Boone Hotel). W. C. Easley, acting managing director and executive secretary, West Virginia Safety Council, Inc., 316 Masonic Bldg., Charleston, W. Va.

April 18-20, Tulsa, Okla.

Annual Oklahoma Statewide Safety Conference (Mayo Hotel). Contact Lloyd Palmer, manager, Oklahoma State Safety Council, 1600 N. W. 23rd Street, Oklahoma City, Okla.

April 19-20, Louisville, Ky.

Annual Kentucky Statewide Safety Conference (Kentucky Hotel). Contact Estel Hack, managing director, the Louisville Safety Council, 214 Speed Bldg., Louisville, Ky.

April 19-21, Kansas City, Mo.

Central States Safety Congress. George M. Burns, director, Kansas City Safety Council, 419 Dwight Bldg., Kansas City 9, Mo.

April 23-27, Lafayette, Ind.

Seventh Annual Seminar and Training Course for Arson Investigators conducted by the Public Safety Institute of Purdue University. For details contact Public Safety Institute, Purdue University, Lafayette, Ind.

April 24-25, Ft. Wayne, Ind.

Eighth Annual Northeastern Indiana Safety Conference & Exhibit (Chamber of Commerce Bldg.). Contact Irv Denton, manager, Chamber of Commerce Safety Council, 826 Ewing St., Ft. Wayne 2, Ind.

April 24-26, Pittsburgh

Twenty-sixth Annual Western Pennsylvania Safety Conference and Exhibit (Hotel William Penn). Contact Harry H. Brainerd, executive manager, Western Pennsylvania Safety Council, Inc., 605 Park Bldg., Pittsburgh 22, Pa.

April 25-26, Niagara Falls, N. Y.

Eleventh Western New York Safety Conference (Hotel Niagara). Subject sessions only. No exhibits this year. Contact Eugene C. Hohlstein, secretary, Western New York Safety Conference, c/o Buffalo Division, Blaw-Knox Co., 1543 Fillmore Avenue, Buffalo, N. Y.

April 26, New Haven, Conn.

Connecticut Safety Society, Annual Conference. Donald H. Ackley, c/o G. and O. Manufacturing Co., New Haven, Conn., P. O. Box 1860.

May 9, Bethlehem, Pa.

Twenty-fourth Annual Eastern Safety Conference. Contact Harry C. Woods, executive secretary, Lehigh Valley Safety Council, 602 East Third St., Bethlehem, Pa.

May 10-11, Baltimore, Md.

Maryland Statewide Safety and Health Conference and Exhibit (Lord Baltimore Hotel). Contact Joseph A. Haller, director of safety, Maryland State Industrial Accident Commission, Equitable Bldg., Baltimore 2, Md.

May 14-16, Syracuse, N. Y.

Central New York Safety Conference & Exposition (Hotel Syracuse). Contact Walter L. Fox, executive secretary, Safety Division, Syracuse Chamber of Commerce, 351 Warren Street, Syracuse, N. Y.

May 16-18, Winston-Salem, N. C.

Twenty-first Annual North Carolina Statewide Industrial Safety Conference (Robert E. Lee Hotel). Contact H. S. Baucom, safety director, North Carolina Industrial Commission, Raleigh, N. C.

May 22-24, Grand Rapids, Mich.

Michigan Safety Conference (Civic Auditorium). Contact Vernon W. Hale, executive secretary, 302 Association of Commerce Bldg., Grand Rapids, Mich.

May 24-26, Norfolk, Va.

Seventeenth Annual Meeting of the Virginia Statewide Safety Conference. Contact Wm. M. Myers, executive secretary, Room 49, Allison Bldg., Richmond 19, Va.

June 4-8, Chicago

Twenty-eighth Annual Midwest Safety Conference (Congress Hotel). Contact Joseph F. Stech, manager, Greater Chicago Safety Council, Suite 805, 10 North Clark Street, Chicago 2, Ill.

June 21-23, Salt Lake City, Utah

Thirteenth Annual Meeting of the Western States Safety Conference. Contact Clarence Williams, executive director, Utah Safety Council, State Capitol Building, Salt Lake City, Utah.

September 24-27, Los Angeles

Twenty-second Annual Meeting of the Institute of Traffic Engineers (Ambassador Hotel). Contact Robert S. Holmes, executive secretary, Strathcona Hall, New Haven 11, Conn.

Oct. 8-12, Chicago

Thirty-ninth National Safety Congress & Exposition (Stevens Hotel). R. L. Forney, general secretary, National Safety Council, 425 North Michigan Ave., Chicago 11.

Oct. 22-26, Chicago

Eighteenth Annual Convention of the American Trucking Associations, Inc. (Stevens Hotel). Contact Ray G. Atherton, general manager, 1424 Sixteenth Street, N.W., Washington 6, D. C.

Green Cross News

From Page 19

World War II and was a reserve officer. He has been an active member of the Procedures Committee of the Conference of Local Safety Organizations and has many friends in safety and chamber of commerce work who wish him the best of luck.

Middletown Digest

A two-color four-page digest of the new pedestrian ordinance adopted in November in Middletown, Ohio, has been given wide circulation by the Middletown Safety Council and the police department, as an important step in a public educational "warm-up" campaign. The ordinance went into effect the first of the year and between the date of its passage and January 1 enforcement was on a "courtesy basis" with friendly advice instead of arrests.

Berwyn Record

The city of Berwyn, a suburb of Chicago, finished 1950 without any traffic deaths. President R. H. Epstein of the Berwyn Safety Council, sent congratulatory messages to the mayor, police chief, the municipal judge and the commissioner of public works offering the full support of the safety council in maintaining the deathless record throughout 1951.

Shreveport Tester

Through the efforts of the Caddo-Bossier Safety Council and other interested groups at Shreveport, La., an Intoximeter has been purchased for use of the police department. A two-day instruction course on December 13-14 was attended by 40 officers. A special citizen's committee under leadership of Dr. John B. Entrikin of Centenary College, helped in securing the equipment.

Arkansas Progress

The Arkansas State Safety Council, since its organization two years ago, has carried on an organizational program to establish local safety councils in all counties and leading cities of the state. Recently Manager Harvey Booth announced three new councils,

NEW PUBLICATIONS in the field of Public Safety

Books and Pamphlets

Digest of Motor Laws. Published by American Automobile Association, Washington, D. C., 1951. 120 p.

Manual of Uniform Traffic Control Devices for Street and Highway. Published by Illinois Department of Public Works and Buildings, Division of Highways, Springfield, Illinois, 1951. 120 p.

Oregon Traffic Annual, 1950. Available from the Secretary of State, Traffic Safety Division, Salem, Oregon, 1950. 31 p. Free.

Proceedings, Eighteenth Annual Conference, Portland, Oregon, September 11-14, 1950. Published by the American Association of Motor Vehicle Administrators, Barr Building, Washington, D. C., 1950. 74 p.

Traffic — Actuated Traffic Signal Controllers and Detectors. Published by Institute of Traffic Engineers, Strathcoma Hall, New Haven 11, Conn., 1950. 24 p. 50 cents. (Technical Report No. 3 A.S.A. D-13.1—195.)

Twenty-Third Biennial Report of the State Highway Commisioner of the State of Michigan, June 30, 1949—June 30, 1950. Available from State Highway Commissioner, Lansing, Michigan. 1951. 227 p.

Magazine Articles

America's Highway Problem. By Major General Philip B. Fleming. (In *American Highways,* January, 1951, p. 6.)

Illuminated Signs for Freeways in the Los Angeles Area. By G. W. Skiles. (In *Traffic Engineering,* January, 1951, p. 123.)

Owner or Driver—Which Is Liable in Motor Truck Accidents? By Leo T. Parker. (In *The Paper Industry,* January, 1951, p. 1078-1079.)

The Pennsylvania Turnpike Stretches East and West. By C. W. Carleton. (In *The Highway Magazine,* January, 1951, p. 4.)

Protect That Pedestrian. By Donald F. Herrick. (In *Public Works Engineer News Letter,* December, 1950, p. 3.)

Conway, Yell and Montgomery, and also a local council in Forrest City. This brings the total up to 43 councils. Mrs. Bess Proctor, field representative for the Arkansas council, was honored recently by being chosen as president of the Woman's Chamber of Commerce of Greater Little Rock.

Flory Heads Lincoln Council

The Lincoln and Lancaster Safety Council recently elected Kenneth E. Flory as president for the ensuing year. He succeeds Mrs. C. M. Stewart who has guided the destinies of the safety council the past three years. The new president is credit manager and public relations director of Robert Dairy Company. He is a past president of Cosmopolitan International, Lincoln Club, and a member of the Board of the Lincoln Retail Credit Association. Mrs. Stewart was given a certificate of appreciation from the Council officers for her fine work and continued interest.

Milwaukee Code

The Milwaukee Safety Commission has just published a 24-page, pocket-size digest of the Milwaukee traffic code. A special message from Mayor Frank P. Zeidler emphasized that "traffic safety is a personal problem and it is hoped that with an understanding of regulations and general appreciation of the accident situation we can all contribute to make Milwaukee a safer place in which to work and live."

Syracuse Plans Ahead

At the January meeting of the Board of Control of the Safety Division of the Syracuse Chamber of Commerce, a list of important recommendations for the new year was adopted. In traffic the suggestions included the adoption of a program of selective enforcement, better accident investigation coverage, a higher percentage of convictions in arrests and the assignment of more police for traffic duty. One way to do this, the report indicated, was to do away with police escorts with funerals. There were motorcycle escorts for 1300 funerals in Syracuse the past year, the report pointed out. The recommendations also urged publication of a traffic digest, the establishment of a traffic violators school; and periodic motor vehicle inspection. Recommendations also were made in the fields of school, industrial, fire prevention and public safety.

"Shootin' Words, Podner!"

The Boy Scouts of Los Angeles and Pasadena took over the November "Operation Safety" programs in those cities for the Greater Los Angeles and Pasadena Chapters, NSC. The pedestrian safety theme was stimulated through wide use of the slogan "Podner, don't die with your boots on." Needless to say the novel slogan had strong appeal with the youthful "Hopalong Cassidy" fans. Over 500 Boy Scouts participated in Los Angeles representing some 25,000 boys in that area. Posters, bumper strips, radio programs, fine newspaper support and thousands of pedestrian safety leaflets widely distributed in both cities helped put the message across.

Named Assistant

Ted Cramer, well known in radio and promotion in the Oklahoma City area has been made assistant manager of the Oklahoma Safety Council. Cramer was program director for radio station KTOW and was also business manager and announcer for the Merl Lindsay Band. He came to Oklahoma City in 1944 to work for the WKY news bureau.

Mitchell Joins Engineering Firm Staff

Robert A. Mitchell recently resigned as chief of the Bureau of Traffic Engineering, City of Philadelphia. He has joined the engineering firm of Gannett, Fleming, Cordry and Carpenter, Inc., Harrisburg, Pa., where he will assume direction of the Traffic Engineering Division.

Mr. Mitchell has lectured on Traffic Engineering at the University of Pennsylvania, Yale, Harvard and other institutions. He is a past president of the Institute of Traffic Engineers, chairman of the editorial board, 1950 Traffic Engineering Handbook, and chairman of the Committee on Traffic Control of the American Roadbuilders' Association.

OPERATION *Safety*

APRIL'S Operation Safety theme, "Child Pedestrian and Bicycle Safety," emphasizes the importance of good safety habits during the all-important formative years of childhood.

If safety habits acquired by imitation of his elders during these years are bad, the likelihood of the child becoming an accident victim at some future date is materially increased.

The April slogan: "Children Respect Us —Let's Protect Them," sums up Operation Safety's point of attack on the tragic problem of the youthful traffic accident victim.

Coincident with the mailing of the April kits, the National Safety Council has announced the signing of a contract with Atlas Film Corporation for 12 new, one-minute trailers to be produced in 1951 for Operation Safety.

Each film will be a dramatic presentation of one monthly Operation Safety theme and all 12 films will be released as a complete package so that they may be used as a part of city and state continuing Operation Safety programs.

The scripts for the trailers will be prepared by the Operation Safety staff under the direction of the Council's Public Safety Education Committee. Prints will be available in both 16 mm and 35 mm sizes for theatre, television and group showings. Release date for the 12 films will be August 1, 1951.

These new films are planned as a continuation of the 12 original trailers produced in series of six in 1949 and 1950 and to answer the demand for more films of this type created by the original productions.

The new trailers going into production may, upon release, be purchased either by individual subject or as a complete unit of 12 subjects.

April's Operation Safety kit, in addition to the standard newspaper releases, radio scripts, radio spot announcements, and "Targets for Traffic Safety" also includes several supplemental items such as "Deft Driving," a 44-page booklet addressed to the teen-age beginning driver.

TRAFFIC and MOTOR

TO MOTORISTS **TO PEDESTRIANS**

FOR APRIL POSTING

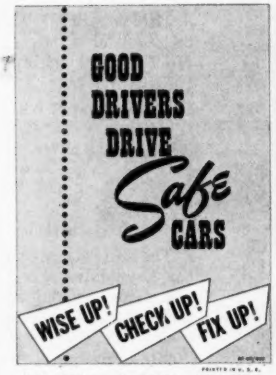
NATIONAL SAFETY COUNCIL

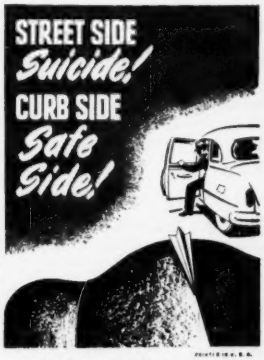
T-9201-C	25x38
T-9202-B	17x23

NATIONAL SAFETY COUNCIL

T-9203-B	17x23

ADVANCE SHOWING FOR MAY POSTING





NATIONAL SAFETY COUNCIL

T-9214-C	25x38
T-9215-B	17x23

NATIONAL SAFETY COUNCIL

T-9238-B	17x23

POSTER PRICES

Quantity	25"x38"	17"x23"	8½"x11½"
1-9	$0.29 ea.	$0.18 ea.	$0.09 ea.
10-99	.23 ea.	.15 ea.	.05 ea.
100-999	.19 ea.	.138 ea.	.046 ea.
1000-4999*	.17 ea.	.102 ea.	.034 ea.

(Posters on opposite page are double these prices to non-members of the National Safety Council.) YOUR CREDIT LINE can be imprinted (at the time of the press run) on any of the featured traffic posters of these sizes only: 25"x38" and 17"x23". Details on imprinting and deadline dates for imprinted orders will be sent on request. *Write for prices on quantities of 5,000 or more.

ANNUAL POSTER ORDERS. Write for special rates.

TRANSPORTATION POSTERS

For additional posters see the 1951 Poster Directory

Those Intersection Blues
CRASH! BAM! ALA KAZAM!
Suggestion for chasing the blues
Reduce speed before entering intersection
Check then proceed cautiously
Don't bluff and don't call a bluff

NATIONAL SAFETY COUNCIL
V-9240-B 17x23

Defensive Driving is an art
With safety you can't fool
So let's get wise and play it smart
Obey its Golden Rule.
DEFENSIVE DRIVING
DOES YOUR DRIVING MEASURE UP?

NATIONAL SAFETY COUNCIL
V-9239-A 8½x11½

Those Intersection Blues
CRASH! BAM! ALA KAZAM!
Suggestion for chasing the blues
Reduce speed before entering intersection
Check then proceed cautiously
Don't bluff and don't call a bluff

NATIONAL SAFETY COUNCIL
V-9241-B 17x23

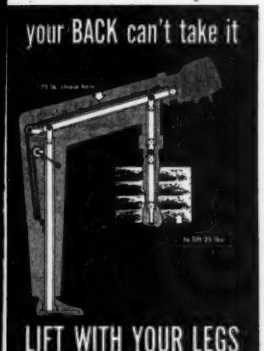
NATIONAL SAFETY COUNCIL
V-7726-B 17x23

NATIONAL SAFETY COUNCIL
V-7858-A 8½x11½

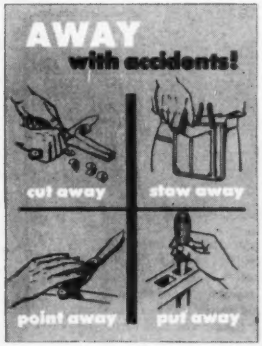
NATIONAL SAFETY COUNCIL
V-8092-A 8½x11½

NATIONAL SAFETY COUNCIL
V-8387-B 17x23

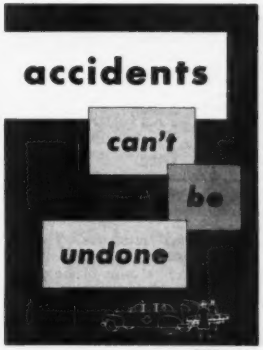
NATIONAL SAFETY COUNCIL
V-7852-B 17x23



NATIONAL SAFETY COUNCIL
8189-B 17x23



NATIONAL SAFETY COUNCIL
9102-B 17x23



NATIONAL SAFETY COUNCIL
9233-A 8½x11½

NATIONAL SAFETY COUNCIL
9088-A 8½x11½

The TRAFFIC TOLL

By H. Gene Miller

January traffic toll up 17 per cent over last year to mark 14th consecutive month to show increase. Traffic deaths in January total 2,890. See millionth traffic death in late December if toll continues to mount.

IF THE traffic toll continues at its present rate, the millionth U.S. traffic accident fatality will probably occur in December.

This was the prediction made as a tabulation of January fatalities showed a sharp 17 per cent increase.

The January traffic death total was 2,890, as compared with 2,470 in the first month of 1950. Only three other years—1937, 1942 and 1946—brought more traffic victims in January, and the 17 per cent jump was the largest monthly increase since August, 1946.

The author is director of the Statistical Division of the National Safety Council.

"Our previous estimate that the millionth traffic death would occur early in 1952 apparently must be revised," said Ned H. Dearborn, Council president. "At this rate, the nation may give itself a terrible Christmas present this year."

A careful check of the records shows 963,360 persons had died in traffic accidents at the end of 1950.

The January rise of 17 per cent is believed to be abnormally high, but even a 5 per cent increase over the 1950 toll of 35,000 traffic dead, if sustained through the year, would mark the millionth victim for December.

The fateful date can be postponed several months if every motorist and pedestrian makes a personal pledge to avoid only one accident—the one that involves him.

A nationwide educational campaign behind the slogan "Don't YOU Be One in a Million" already is underway, Mr. Dearborn declared, and it is hoped that everyone in the nation can be made "million conscious."

"We fear the atom bomb, but the 'auto bomb' has already gone off in our midst," Mr. Dearborn said. "Not an enemy, but our own citizens, our own friends, our own families are being destroyed."

The rising trend in traffic deaths extended to all six regions of the country, with increases ranging from 50 per cent in the Pacific Region to 6 per cent in the North Atlantic Region. For the other four regions of the country, the increases showed less variation, ranging from 13 per cent to 21 per cent.

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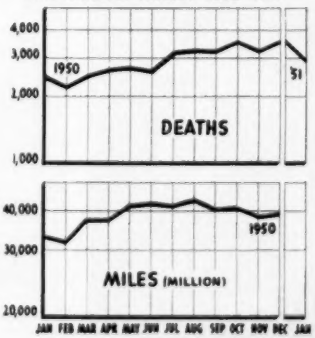
MOTOR-VEHICLE DEATHS

MONTH	1949	1950	1951	1949-51 Change	1950-51 Change
January	2,350	2,470	2,890	+23%	+17%
February	1,970	2,210	.....	.....	.....
March	2,150	2,490	.....	.....	.....
April	2,340	2,640	.....	.....	.....
May	2,430	2,700	.....	.....	.....
June	2,370	2,610	.....	.....	.....
July	2,790	3,150	.....	.....	.....
August	2,890	3,210	.....	.....	.....
September	2,950	3,200	.....	.....	.....
October	3,070	3,530	.....	.....	.....
November	2,970	3,210	.....	.....	.....
December	3,220	3,580	.....	.....	.....
TOTAL	31,500	35,000	.....	.....	.....

All figures are National Safety Council estimates. The 1951 national estimate is arrived at by assuming that the percentage change from 1950 to 1951 in the states reporting for both years reflects the 1950-51 change in the entire country. Since national estimates made in this way become more accurate as more states report, revisions are made from time to time as new reports are received for the various months. For this reason the figure given above for 1951 may differ slightly from the figure for the same month which will be published in future issues of PUBLIC SAFETY.

MONTHLY MOTOR-VEHICLE DEATHS AND TRAFFIC TRENDS 1950-1951



TRAFFIC DEATHS—STATE RECORDS

Deaths are reported by state traffic authorities, except for Louisiana, Michigan, New Mexico and Ohio which are reported by registrars of vital statistics.

Populaton Rate: U. S. population rate is the estimated annual number of deaths per 100,000 population, assuming that deaths for the rest of the year will follow the normal seasonal pattern.

State population rate is the estimated annual number of deaths per 100,000 population, assuming that the monthly average of deaths will remain at the present average for the rest of the year. Population rates are based on the 1950 census.

States shown in heavy type have improved in 1951 compared with 1950 or showed no change. All figures are provisional.

*Indicates January, 1951, report not received.

	Months Reported	Deaths Identical Period 1951	1950	1949	% Changes 1950 to 1951	1949 to 1951	1951 Pop. Rate	1951 Mile. Rate
TOTAL U.S.	1	2,890	2,470	2,350	+ 17%	+ 23%	23.1	.....
Ala.	1	56	34	36	+ 65%	+ 56%	21.9	.....
Ariz.	**1**	**26**	**34**	**19**	**— 24%**	**+ 37%**	**41.6**	.....
Ark.	1	33	23	29	+ 43%	+ 14%	20.7	.....
Calif.	1	241	163	241	+ 48%	0	27.3	.....
Colo.	1	22	21	23	+ 5%	— 4%	19.9	.....
Conn.	**1**	**21**	**31**	**12**	**— 32%**	**+ 75%**	**12.6**	.....
Del.	**1**	**3**	**11**	**3**	**— 73%**	**0**	**11.3**	.....
Fla.	1	72	70	40	+ 3%	+ 80%	31.2	.....
Ga.	1	71	51	53	+ 39%	+ 34%	24.7	.....
Idaho	1	7	2	3	+250%	+133%	14.3	.....
Ill.	**1**	**139**	**162**	**122**	**— 14%**	**+ 14%**	**19.1**	.....
Ind.	1	108	71	70	+ 52%	+ 54%	32.9	.....
Ia.	1	45	30	27	+ 50%	+ 67%	20.6	.....
Kans.	**1**	**36**	**38**	**26**	**— 5%**	**+ 38%**	**22.7**	.....
Ky.	**1**	**35**	**44**	**42**	**— 20%**	**— 17%**	**14.3**	.....
La.		*	41	48	.....	.....	.....	.....
Me.	1	16	9	4	+ 78%	+300%	21.0	.....
Md.	1	48	31	42	+ 55%	+ 14%	24.6	.....
Mass.	**1**	**33**	**43**	**41**	**— 23%**	**— 20%**	**8.4**	.....
Mich.	1	139	98	104	+ 42%	+ 34%	26.2	.....
Minn.	1	39	26	28	+ 50%	+ 39%	15.7	.....
Miss.	1	46	20	23	+130%	+100%	25.3	.....
Mo.	1	68	59	43	+ 15%	+ 58%	20.6	.....
Mont.	**1**	**14**	**15**	**9**	**— 7%**	**+ 56%**	**28.4**	.....
Neb.	1	21	19	7	+ 11%	+200%	19.0	.....
Nev.	1	4	2	2	+100%	+100%	30.0	.....
N. H.	**1**	7	7	**10**	**0**	**— 30%**	**15.8**	.....
N. J.	**1**	42	**42**	**50**	**0**	**— 16%**	**10.4**	.....
N. M.	1	32	22	14	+ 45%	+129%	56.4	.....
N. Y.	1	165	145	149	+ 14%	+ 11%	13.4	.....
N. C.	1	83	67	55	+ 24%	+ 51%	24.5	.....
N. D.	1	5	1	4	+400%	+ 25%	9.7	.....
Ohio		*	138	140	.....	.....	.....	.....
Okla.	1	45	30	51	+ 50%	— 12%	24.2	.....
Ore.	1	27	17	12	+ 59%	+125%	21.3	.....
Pa.	1	127	116	110	+ 9%	+ 15%	14.5	.....
R. I.	**1**	**3**	**3**	**5**	**0**	**— 40%**	**4.5**	.....
S. C.		*	41	46	.....	.....	.....	.....
S. D.	1	7	'5	3	+ 40%	+133%	12.9	.....
Tenn.	1	44	34	38	+ 29%	+ 16%	16.0	.....
Texas	**1**	**164**	**170**	**155**	**— 4%**	**+ 6%**	**25.5**	.....
Utah	1	24	12	6	+100%	+300%	41.8	.....
Vt.	1	8	3	8	+167%	0	25.4	.....
Va.	**1**	**64**	**80**	**56**	**— 20%**	**+ 14%**	**23.1**	.....
Wash.	1	36	22	23	+ 64%	+ 57%	18.2	.....
W. Va.	1	32	19	27	+ 68%	+ 19%	19.1	.....
Wis.	**1**	**34**	**52**	**30**	**— 35%**	**+ 13%**	**11.9**	.....
Wyo.	1	11	8	6	+ 38%	+ 83%	45.4	.....

TRAFFIC DEATHS—CITY RECORDS

The table covers only motor-vehicle deaths resulting from traffic accidents that occurred in the city. Nontraffic motor-vehicle deaths (where the accident occurred on home or industrial premises) are not included; nor are deaths in the city from accidents occurring outside.

Rankings are based on the 1950 registration death rate which is the number per 10,000 registered vehicles. Vehicle registration figures are for the year 1950 and were supplied by R. L. Polk & Company.

Cities are ranked by death rates—from low to high. When two or more cities have exactly the same rate, ranking is by size of total vehicle registration—from large to small.

Cities shown in heavy type have improved in 1951 compared to 1950.

The population death rate is the number of deaths per 100,000 population on an annual basis. Populations are as of April, 1950.

	January 1951	1950	1949	1951 Reg. Rate	1951 Pop. Rate
ALL REPORTING CITIES				3.5	10.8
Group I (1,000,000 and Over)					
1. Chicago, Ill.	**27**	**36**	**53**	**3.9**	**9.0**
2. Los Angeles, Calif.	28	14	26	4.0	17.2
All cities in this group				4.7	10.3
3. Detroit, Mich.	25	21	27	5.0	16.3
4. New York, N. Y.	**51**	**55**	**62**	**5.2**	**7.8**
5. Philadelphia, Pa.	**18**	**19**	**13**	**5.7**	**10.5**
Group II (750,000 to 1,000,000)					
1. San Francisco, Calif.	5	5	4	2.4	7.9
2. Washington, D. C.	4	6	4	**2.5**	**6.0**
All cities in this group				2.8	8.3
3. Cleveland, Ohio	7	**11**	**15**	**2.9**	**9.3**
4. St. Louis, Mo.	7	7	9	3.2	9.9
Group III (500,000 to 750,000)					
1. Minneapolis, Minn.	2	2	3	1.3	4.6
2. Buffalo, N. Y.	4	5	4	**2.7**	**8.3**
3. Milwaukee, Wis.	4	5	5	**2.8**	**7.6**
4. New Orleans, La.	**3**	4	4	**3.0**	**6.3**
All cities in this group				3.7	10.3
5. Houston, Tex.	7	**8**	**3**	**4.3**	**14.1**
6. Cincinnati, Ohio	7	6	4	6.1	16.8
7. Pittsburgh, Pa.	8	2	7	6.3	14.2
Group IV (350,000 to 500,000)					
1. Columbus, Ohio	2	5	4	**1.8**	**6.4**
2. Newark, N. J.	2	4	1	**2.2**	**5.5**
3. Denver, Colo.	3	3	6	2.4	8.7
4. Kansas City, Mo.	3	3	1	2.7	7.9
5. Dallas, Tex.	4	5	2	**2.7**	**11.1**
All cities in this group				3.8	12.9
6. San Antonio, Tex.	5	2	4	4.6	14.7
7. Indianapolis, Ind.	7	5	4	4.7	19.8
8. Oakland, Calif.	8	5	1	6.7	25.2
9. Memphis, Tenn.	6	6	2	7.5	18.3
Group V (200,000 to 350,000)					
1. Oklahoma City, Okla.	2	1	0	2.3	9.9
2. Akron, Ohio	2	4	2	**2.5**	**8.8**
3. Worcester, Mass.	1	1	0	2.7	5.9
4. Honolulu, T. H.	2	5	2	**2.7**	**10.2**
5. Rochester, N. Y.	3	1	5	2.8	10.9
6. Dayton, Ohio	3	2	4	3.1	14.8
7. Long Beach, Calif.	3	1	3	3.2	14.7
8. St. Paul, Minn.	3	1	5	3.3	11.6
9. Fort Worth, Tex.	3	3	10	3.5	15.0
10. Syracuse, N. Y.	2	2	1	3.6	10.9
All cities in this group				4.0	14.3
11. Atlanta, Ga.	5	3	1	4.9	18.3
12. Omaha, Neb.	3	3	1	5.1	14.6
13. Jacksonville, Fla.	3	2	3	5.4	17.7
14. Toledo, Ohio	6	3	7	5.9	23.9
15. Birmingham, Ala.	**4**	**5**	**2**	**5.9**	**16.1**
16. San Diego, Calif.	6	2	8	6.8	22.4
Group VI (100,000 to 200,000)					
1. Grand Rapids, Mich.	**0**	**2**	**0**	**0.0**	**0.0**
2. Wichita, Kans.	0	0	0	0.0	0.0
3. Fort Wayne, Ind.	**0**	**2**	**2**	**0.0**	**0.0**
4. South Bend, Ind.	**0**	**2**	**3**	**0.0**	**0.0**

	January 1951	1950	1949	1951 Reg. Rate	1951 Pop. Rate
5. Bridgeport, Conn.	**0**	**4**	**0**	**0.0**	**0.0**
6. Tampa, Fla.	**0**	**1**	**4**	**0.0**	**0.0**
7. Canton, Ohio	0	0	2	0.0	0.0
8. Baton Rouge, La.	0	0	2	0.0	0.0
9. Chattanooga, Tenn.	**0**	**1**	**0**	**0.0**	**0.0**
10. Little Rock, Ark.	**0**	**1**	**0**	**0.0**	**0.0**
11. Waterbury, Conn.	0	0	1	0.0	0.0
12. Cambridge, Mass.	**0**	**4**	**2**	**0.0**	**0.0**
13. Pasadena, Calif.	**1**	**2**	**0**	**2.2**	**11.5**
14. Shreveport, La.	1	0	2	2.5	9.6
15. New Haven, Conn.	**1**	**3**	**4**	**2.5**	**7.3**
16. Austin, Tex.	1	0	1	2.7	9.1
17. Tulsa, Okla.	2	1	1	5.0	15.5
18. Phoenix, Ariz.	2	2	1	5.1	22.8
19. Sacramento, Calif.	2	1	3	5.3	17.7
20. Flint, Mich.	2	0	2	5.4	14.7
21. Reading, Pa.	**1**	**2**	**0**	**3.5**	**11.0**
22. Yonkers, N. Y.	1	1	1	3.5	7.9
23. Des Moines, Iowa	**2**	**4**	**1**	**3.5**	**13.6**
All cities in this group				4.0	14.4
24. Spokane, Wash.	2	1	1	4.1	15.0
25. Elizabeth, N. J.	1	1	0	4.1	10.6
26. Montgomery, Ala.	**1**	**2**	**1**	**4.1**	**11.4**
27. Hartford, Conn.	2	2	0	5.0	15.6
28. Erie, Pa.	2	0	1	5.1	18.4
29. Springfield, Mass.	2	0	0	5.1	14.8
30. Evansville, Ind.	2	1	1	5.1	21.8
31. Nashville, Tenn.	3	2	5	5.2	20.8
32. Peoria, Ill.	2	0	0	5.4	21.5
33. Wilmington, Del.	2	1	1	5.4	21.8
34. Corpus Christi, Tex.	2	0	0	6.0	22.2
35. El Paso, Tex.	2	0	0	6.1	18.5
36. Youngstown, Ohio	3	1	4	6.5	21.5
37. Norfolk, Va.	3	3	2	7.0	19.1
38. Charlotte, N. C.	3	1	0	7.2	27.0
39. Kansas City, Kans.	3	0	1	7.5	27.8
40. Duluth, Minn.	2	0	1	8.8	23.1
41. Salt Lake City, Utah	6	0	0	10.1	39.6
42. Tacoma, Wash.	6	0	2	12.1	50.3
43. Gary, Ind.	4	3	1	12.4	36.2
44. Utica, N. Y.	3	1	0	13.1	35.5

Group VII (50,000 to 100,000)

1. Stockton, Calif.	0	0	0	0.0	0.0
2. Glendale, Calif.	**0**	**1**	**2**	**0.0**	**0.0**
3. Pontiac, Mich.	0	0	0	0.0	0.0
4. Richmond, Calif.	**0**	**0**	**0**	**0.0**	**0.0**
5. Columbia, S. C.	0	0	2	0.0	0.0
6. Kalamazoo, Mich.	0	0	1	0.0	0.0
7. Lincoln, Neb.	0	0	0	0.0	0.0
8. Winston-Salem, N. C.	0	0	0	0.0	0.0
9. Topeka, Kans.	0	0	1	0.0	0.0
10. Orlando, Fla.	**0**	**1**	**1**	**0.0**	**0.0**
11. Springfield, Ohio	**0**	**1**	**2**	**0.0**	**0.0**
12. Santa Monica, Calif.	0	0	2	0.0	0.0
13. Davenport, Iowa	**0**	**2**	**0**	**0.0**	**0.0**
14. Binghamton, N. Y.	0	0	2	0.0	0.0
15. Jackson, Mich.	**0**	**1**	**0**	**0.0**	**0.0**
16. Cedar Rapids, Iowa	**0**	**1**	**0**	**0.0**	**0.0**
17. Roanoke, Va.	0	0	1	0.0	0.0
18. Lancaster, Pa.	0	0	0	0.0	0.0
19. Joliet, Ill.	0	0	0	0.0	0.0
20. Pueblo, Colo.	0	0	0	0.0	0.0
21. Macon, Ga.	0	0	0	0.0	0.0
22. Waterloo, Iowa	0	0	0	0.0	0.0
23. Racine, Wis.	**0**	**2**	**3**	**0.0**	**0.0**
24. Johnstown, Pa.	**0**	**1**	**0**	**0.0**	**0.0**
25. Pawtucket, R. I.	0	0	0	0.0	0.0
26. Hamilton, Ohio	0	0	2	0.0	0.0
27. Durham, N. C.	**0**	**1**	**0**	**0.0**	**0.0**
28. Lakewood, Ohio	**0**	**0**	**0**	**0.0**	**0.0**
29. Wilkes-Barre, Pa.	**0**	**1**	**0**	**0.0**	**0.0**
30. Green Bay, Wis.	**0**	**1**	**0**	**0.0**	**0.0**
31. Lynn, Mass.	**0**	**2**	**0**	**0.0**	**0.0**
32. Alameda, Calif.	**0**	**1**	**0**	**0.0**	**0.0**
33. Portland, Me.	**0**	**2**	**1**	**0.0**	**0.0**
34. East Orange, N. J.	**0**	**1**	**0**	**0.0**	**0.0**
35. Oak Park, Ill.	**0**	**1**	**1**	**0.0**	**0.0**
36. Cicero, Ill.	**0**	**1**	**0**	**0.0**	**0.0**
37. Aurora, Ill.	0	0	0	0.0	0.0
38. Clifton, N. J.	0	0	0	0.0	0.0
39. Manchester, N. H.	**0**	**1**	**2**	**0.0**	**0.0**
40. Stamford, Conn.	0	0	0	0.0	0.0
41. New Britain, Conn.	0	0	0	0.0	0.0
42. Charleston, S. C.	**0**	**1**	**1**	**0.0**	**0.0**
43. Cleveland Heights, O.	0	0	2	0.0	0.0
44. Berwyn, Ill.	0	0	0	0.0	0.0
45. Covington, Ky.	0	0	0	0.0	0.0
46. Lorain, Ohio	0	0	1	0.0	0.0
47. New Rochelle, N. Y.	0	0	0	0.0	0.0
48. Brookline, Mass.	0	0	0	0.0	0.0
49. Atlantic City, N. J.	**0**	**1**	**0**	**0.0**	**0.0**
50. East Chicago, Ind.	**0**	**1**	**2**	**0.0**	**0.0**
51. Hamtramck, Mich.	0	0	1	0.0	0.0
52. San Jose, Calif.	1	1	1	2.1	12.6
53. Saginaw, Mich.	1	1	0	3.2	15.0
54. Springfield, Ill.	1	0	1	3.4	14.9
55. Madison, Wis.	**1**	**2**	**0**	**3.5**	**12.6**
56. Greensboro, N. C.	1	2	0	4.2	16.3
57. Sioux City, Iowa	1	1	0	4.3	14.5
58. Springfield, Mo.	1	0	0	4.6	18.1
59. Alexandria, Va.	1	0	1	4.8	19.5
All cities in this group				4.8	8.9
60. Muncie, Ind.	1	1	0	4.9	20.5
61. Hammond, Ind.	1	1	0	5.1	13.7
62. St. Joseph, Mo.	1	0	0	5.2	15.9
63. Evanston, Ill.	**1**	**2**	**0**	**5.4**	**16.4**
64. Lansing, Mich.	2	0	0	5.5	26.2
65. Mount Vernon, N. Y.	1	0	1	5.6	16.7
66. Raleigh, N. C.	2	0	1	6.9	36.9
67. Portsmouth, Va.	**1**	**2**	**0**	**7.1**	**16.8**
68. Brockton, Mass.	1	1	0	7.3	19.1
69. Albuquerque, N. M.	3	1	2	7.7	37.1
70. Dearborn, Mich.	3	0	0	7.9	38.1
71. Passaic, N. J.	1	1	0	8.3	20.7
72. Decatur, Ill.	2	0	1	8.6	35.4
73. Terre Haute, Ind.	2	1	0	8.8	37.5
74. Medford, Mass.	1	0	0	8.9	18.2
75. Columbus, Ga.	2	0	1	10.6	30.2
76. San Bernardino, Calif.	3	0	2	11.1	57.3
77. Sioux Falls, S. D.	2	0	0	11.1	46.0
78. Gadsden, Ala.	3	1	0	11.5	21.6
79. Jackson, Miss.	3	1	0	11.8	36.8

Group VIII (25,000 to 50,000)

1. Tucson, Ariz.	**0**	**1**	**1**	**0.0**	**0.0**
2. Battle Creek, Mich.	0	0	0	0.0	0.0
3. Boise, Idaho	0	0	0	0.0	0.0
4. Eugene, Ore.	0	0	0	0.0	0.0
5. Mansfield, Ohio	0	0	0	0.0	0.0
6. Royal Oak, Mich.	**0**	**1**	**0**	**0.0**	**0.0**
7. Ann Arbor, Mich.	0	0	0	0.0	0.0
8. Vancouver, Wash.	0	0	1	0.0	0.0
9. Beverly Hills, Calif.	0	0	2	0.0	0.0
10. Lake Charles, La.	0	0	0	0.0	0.0
11. White Plains, N. Y.	0	0	0	0.0	0.0
12. Poughkeepsie, N. Y.	**0**	**1**	**0**	**0.0**	**0.0**
13. Elmira, N. Y.	0	0	0	0.0	0.0
14. Billings, Mont.	0	0	0	0.0	0.0
15. High Point, N. C.	0	0	1	0.0	0.0
16. Rock Island, Ill.	0	0	0	0.0	0.0
17. Everett, Wash.	0	0	0	0.0	0.0
18. Wyandotte, Mich.	0	0	0	0.0	0.0
19. San Mateo, Calif.	0	0	1	0.0	0.0
20. Cheyenne, Wyo.	0	0	1	0.0	0.0
21. Plainfield, N. J.	0	0	1	0.0	0.0
22. Council Bluffs, Iowa	0	0	1	0.0	0.0
23. Moline, Ill.	**0**	**1**	**0**	**0.0**	**0.0**
24. Kokomo, Ind.	0	0	0	0.0	0.0
25. Waukegan, Ill.	**0**	**1**	**1**	**0.0**	**0.0**
26. Highland Park, Mich.	**0**	**1**	**0**	**0.0**	**0.0**
27. Bloomfield, N. J.	0	0	0	0.0	0.0
28. Great Falls, Mont.	0	0	0	0.0	0.0
29. Middletown, Ohio	0	0	0	0.0	0.0
30. Independence, Mo.	0	0	0	0.0	0.0
31. Appleton, Wis.	0	0	0	0.0	0.0
32. Oshkosh, Wis.	0	0	1	0.0	0.0
33. Marion, Ohio	**0**	**1**	**0**	**0.0**	**0.0**
34. Wauwatosa, Wis.	0	0	0	0.0	0.0
35. Lakeland, Fla.	0	0	1	0.0	0.0
36. Wilmington, N. C.	0	0	1	0.0	0.0
37. Portsmouth, Ohio	**0**	**1**	**0**	**0.0**	**0.0**
38. Lr. Merion Twp., Pa.	0	0	3	0.0	0.0
39. Eau Claire, Wis.	0	0	0	0.0	0.0
40. Tallahassee, Fla.	0	0	0	0.0	0.0
41. W. Hartford, Conn.	0	0	0	0.0	0.0
42. Lynchburg, Va.	**0**	**1**	**0**	**0.0**	**0.0**
43. Bloomington, Ill.	0	0	1	0.0	0.0
44. Chicopee, Mass.	0	0	0	0.0	0.0
45. Rochester, Minn.	0	0	0	0.0	0.0
46. Newport News, Va.	0	0	0	0.0	0.0
47. Ithaca, N. Y.	0	0	0	0.0	0.0
48. Sandusky, Ohio	**0**	**1**	**0**	**0.0**	**0.0**
49. Burlington, Iowa	0	0	0	0.0	0.0
50. Arlington, Mass.	0	0	1	0.0	0.0
51. Wausau, Wis.	0	0	0	0.0	0.0
52. Meriden, Conn.	0	0	0	0.0	0.0
53. Waltham, Mass.	0	0	0	0.0	0.0
54. Beloit, Wis.	0	0	0	0.0	0.0
55. Watertown, N. Y.	**0**	**1**	**1**	**0.0**	**0.0**
56. Mason City, Iowa	**0**	**1**	**0**	**0.0**	**0.0**
57. Danville, Va.	0	0	0	0.0	0.0
58. Rome, N. Y.	0	0	0	0.0	0.0
59. Steubenville, Ohio	0	0	0	0.0	0.0
60. Barberton, Ohio	**0**	**1**	**0**	**0.0**	**0.0**
61. Tuscaloosa, Ala.	**0**	**1**	**0**	**0.0**	**0.0**
62. Ferndale, Mich.	0	0	0	0.0	0.0
63. Lockport, N. Y.	**0**	**1**	**0**	**0.0**	**0.0**
64. Kingston, N. Y.	0	0	0	0.0	0.0
65. Manchester, Conn.	0	0	0	0.0	0.0
66. Manitowoc, Wis.	0	0	0	0.0	0.0
67. Norwich, Conn.	0	0	0	0.0	0.0
68. Stratford, Conn.	**0**	**1**	**0**	**0.0**	**0.0**
69. Torrington, Conn.	0	0	0	0.0	0.0
70. St. Cloud, Minn.	0	0	0	0.0	0.0
71. Rapid City, S. D.	0	0	0	0.0	0.0
72. Provo, Utah	0	0	1	0.0	0.0
73. Hamden, Conn.	0	0	0	0.0	0.0
74. Orange, N. J.	0	0	1	0.0	0.0
75. Bristol, Conn.	**0**	**1**	**0**	**0.0**	**0.0**
76. West Haven, Conn.	**0**	**1**	**0**	**0.0**	**0.0**
77. New Kensington, Pa.	**0**	**1**	**0**	**0.0**	**0.0**
78. New London, Conn.	**0**	**2**	**1**	**0.0**	**0.0**
79. Granite City, Ill.	**0**	**1**	**0**	**0.0**	**0.0**
80. West Orange, N. J.	0	0	0	0.0	0.0
81. Norwalk, Conn.	0	0	0	0.0	0.0
82. Oak Ridge, Tenn.	0	0	0	0.0	0.0
83. Greenwich, Conn.	0	0	0	0.0	0.0
84. **E. Hartford, Conn.**	**0**	**1**	**0**	**0.0**	**0.0**
85. Winona, Minn.	0	0	0	0.0	0.0
86. Superior, Wis.	0	0	0	0.0	0.0
87. Petersburg, Va.	**0**	**2**	**0**	**0.0**	**0.0**
88. Fairfield, Conn.	0	0	0	0.0	0.0
89. Middletown, Conn.	**0**	**1**	**0**	**0.0**	**0.0**
90. Mt. Lebanon, Pa.	0	0	0	0.0	0.0
91. Shaker Heights, Ohio	0	0	0	0.0	0.0
92. Concord, N. H.	0	0	0	0.0	0.0
93. Teaneck, N. J.	0	0	1	0.0	0.0
94. Kearny, N. J.	0	0	1	0.0	0.0
95. Belmont, Mass.	0	0	0	0.0	0.0
All cities in this group				2.0	7.5
96. Colorado Spgs., Colo.	1	0	0	4.9	26.5
97. Pensacola, Fla.	1	0	0	5.0	27.7
98. Riverside, Calif.	1	0	2	5.1	25.9
99. West Allis, Wis.	1	0	2	5.2	28.0
100. Warren, Ohio	1	0	0	5.8	24.1
101. Ft. Lauderdale, Fla.	1	0	0	6.5	33.3
102. Elkhart, Ind.	1	1	1	6.7	33.7
103. Palo Alto, Calif.	1	1	1	7.1	47.4
104. San Leandro, Calif.	1	0	0	7.1	43.6
105. Zanesville, Ohio	**1**	**2**	**0**	**7.4**	**29.7**
106. Dubuque, Iowa	1	0	0	7.5	24.2
107. Jamestown, N. Y.	1	0	1	7.5	27.7
108. La Crosse, Wis.	1	0	0	7.8	25.3
109. Muskegon, Mich.	2	0	0	8.9	30.0
110. Newburgh, N. Y.	1	0	0	9.0	37.6
111. Kankakee, Ill.	1	1	0	10.4	46.3
112. Fitchburg, Mass.	1	0	0	10.6	28.1
113. University City, Mo.	1	1	0	10.7	30.3
114. Bloomington, Ind.	1	1	0	10.7	42.6
115. Fond du Lac, Wis.	1	0	0	10.9	40.3
116. Danbury, Conn.	1	0	0	10.9	39.1
117. Hackensack, N. J.	1	0	1	11.4	41.1
118. Linden, N. J.	**1**	**1**	**1**	**11.6**	**39.5**
119. Revere, Mass.	**1**	**2**	**0**	**16.6**	**32.7**
120. Parkersburg, W. Va.	2	0	0	20.5	81.4

Group IX (10,000 to 25,000)

1. Modesto, Calif.	0	0	1	0.0	0.0
2. Vallejo, Calif.	0	0	0	0.0	0.0
3. Kenmore, N. Y.	0	0	0	0.0	0.0
4. Klamath Falls, Ore.	0	0	0	0.0	0.0
5. Birmingham, Mich.	0	0	1	0.0	0.0
6. Ventura, Calif.	0	0	0	0.0	0.0
7. Butler, Pa.	0	0	1	0.0	0.0
8. Monroe, Mich.	0	0	0	0.0	0.0
9. Chillicothe, Ohio	0	0	1	0.0	0.0
10. Las Vegas, Nev.	**0**	**1**	**0**	**0.0**	**0.0**
11. Salisbury, N. C.	0	0	0	0.0	0.0
12. Ypsilanti, Mich.	0	0	0	0.0	0.0
13. Waukesha, Wis.	0	0	1	0.0	0.0
14. Mankato, Minn.	0	0	0	0.0	0.0
15. Ponca City, Okla.	**0**	**1**	**0**	**0.0**	**0.0**
16. Richland, Wash.	0	0	0	0.0	0.0
17. Freeport, Ill.	0	0	0	0.0	0.0
18. Rock Hill, S. C.	**0**	**1**	**0**	**0.0**	**0.0**
19. Meadville, Pa.	0	0	0	0.0	0.0
20. Chicago Heights, Ill.	0	0	0	0.0	0.0
21. La Porte, Ind.	0	0	0	0.0	0.0
22. Ames, Iowa	0	0	0	0.0	0.0
23. Westfield, N. J.	0	0	0	0.0	0.0
24. Endicott, N. Y.	0	0	0	0.0	0.0
25. Fremont, Ohio	0	0	1	0.0	0.0
26. Statesville, N. C.	0	0	0	0.0	0.0
27. Rahway, N. J.	0	0	0	0.0	0.0
28. Wooster, Ohio	0	0	0	0.0	0.0
29. Redlands, Calif.	**0**	**1**	**0**	**0.0**	**0.0**
30. East Liverpool, Ohio	0	0	0	0.0	0.0
31. Aberdeen, S. D.	0	0	0	0.0	0.0
32. Huntington, Ind.	0	0	0	0.0	0.0
33. Owosso, Mich.	0	0	1	0.0	0.0
34. Stillwater, Okla.	0	0	0	0.0	0.0
35. Goshen, Ind.	**0**	**1**	**0**	**0.0**	**0.0**
36. Frankfort, Ind.	0	0	0	0.0	0.0
37. Jacksonville, Ill.	**0**	**1**	**0**	**0.0**	**0.0**
38. Ottawa, Ill.	**0**	**1**	**0**	**0.0**	**0.0**
39. Marietta, Ohio	0	0	1	0.0	0.0
40. Albert Lea, Minn.	0	0	0	0.0	0.0
41. La Grange, Ill.	0	0	0	0.0	0.0
42. So. St. Paul, Minn.	0	0	0	0.0	0.0
43. Bismarck, N. D.	**0**	**1**	**0**	**0.0**	**0.0**
44. Johnson City, N. Y.	0	0	1	0.0	0.0
45. Grosse Pte. Pk., Mich.	0	0	0	0.0	0.0
46. Astoria, Ore.	0	0	0	0.0	0.0
47. Fort Myers, Fla.	0	0	0	0.0	0.0
48. Sterling, Ill.	0	0	0	0.0	0.0
49. Brainerd, Minn.	0	0	0	0.0	0.0
50. Kinston, N. C.	0	0	0	0.0	0.0
51. Reidsville, N. C.	0	0	0	0.0	0.0
52. Peru, Ind.	0	0	0	0.0	0.0
53. Fostoria, Ohio	0	0	0	0.0	0.0
54. Orangeburg, S. C.	0	0	0	0.0	0.0
55. McAlester, Okla.	0	0	0	0.0	0.0
56. Sweetwater, Tex.	0	0	0	0.0	0.0
57. Wilmette, Ill.	**0**	**1**	**0**	**0.0**	**0.0**
58. Highland Park, Ill.	0	0	0	0.0	0.0
59. Highland Park, Tex.	0	0	0	0.0	0.0
60. Arkansas City, Ark.	0	0	0	0.0	0.0
61. Bristol, Pa.	0	0	0	0.0	0.0
62. Faribault, Minn.	0	0	0	0.0	0.0
63. Fergus Falls, Minn.	0	0	0	0.0	0.0
64. Watertown, Wis.	**0**	**1**	**0**	**0.0**	**0.0**
65. Alpena, Mich.	0	0	0	0.0	0.0

	January 1951	1950	1949	1951 Reg. Rate	1951 Pop. Rate
66. Stevens Point, Wis...	0	1	0	0.0	0.0
67. Logan, Utah	0	0	0	0.0	0.0
68. Atchison, Kans.	0	0	0	0.0	0.0
69. Naugatuck, Conn.	0	0	0	0.0	0.0
70. Wallingford, Conn.....	0	0	0	0.0	0.0
71. Elmwood Park, Ill....	0	0	0	0.0	0.0
72. Hawthorne, N. J.....	0	0	0	0.0	0.0
73. Windham, Conn.	0	0	1	0.0	0.0
74. Connersville, Ind.	0	0	0	0.0	0.0
75. East Moline, Ill.....	0	0	0	0.0	0.0
76. Central Falls, R. I....	0	0	0	0.0	0.0
77. Beaver Dam, Wis.	0	0	0	0.0	0.0
78. Mamaroneck, N. Y.	0	2	0	0.0	0.0
79. Fort Madison, Iowa..	0	0	0	0.0	0.0
80. Winnetka, Ill.	0	0	0	0.0	0.0
81. Rye, N. Y.....	0	0	0	0.0	0.0
82. Needham, Mass.	0	0	0	0.0	0.0
83. Brookfield, Ill.	0	0	0	0.0	0.0
84. Massena, N. Y.....	0	0	0	0.0	0.0
85. Ansonia, Conn.	0	0	0	0.0	0.0
86. Bristol, Va.	0	0	0	0.0	0.0
87. Virginia, Minn.	0	0	0	0.0	0.0
88. Ironwood, Mich.	0	0	0	0.0	0.0
89. Shelton, Conn.	0	0	0	0.0	0.0
90. La Salle, Ill.....	0	0	0	0.0	0.0
91. Swampscott, Mass. ..	0	0	0	0.0	0.0
92. Beacon, N. Y.....	0	0	0	0.0	0.0
93. Ashland, Wis.	0	0	0	0.0	0.0
94. Derby, Conn.	0	0	0	0.0	0.0
95. Webster, Mass.	0	0	0	0.0	0.0
All cities in this group.....				2.0	9.1
96. Kingsport, Tenn.	1	0	0	9.4	61.2
97. Benton Harbor, Mich.	1	0	1	9.5	64.5
98. Holland, Mich.	1	1	0	10.1	76.4
99. Walla Walla, Wash.	1	0	0	10.1	49.8
100. Uniontown, Pa.	1	0	0	10.4	58.8
101. Janesville, Wis.	1	0	0	11.3	48.4
102. Sumter, S. C.....	1	0	1	13.2	60.6
103. Port Chester, N. Y...	1	0	0	13.6	50.0
104. Streator, Ill.	1	0	0	16.2	73.2
105. Leominster, Mass. ..	1	0	0	18.3	49.8
106. Lake Worth, Fla....	1	0	0	19.6	102.6
107. Niles, Ohio	1	0	0	21.4	71.9
108. Gardner, Mass.	1	0	1	22.0	61.2
109. Muskegon Hts., Mich.	1	0	0	22.3	63.8
CANADIAN CITIES					
Montreal, Que.	6	7	11		8.2
Vancouver, B. C.....	3	3	5		13.3
Toronto, Ont.	9	4	5		16.4

The Traffic Toll

From Page 33

Despite the January increase in deaths, one-fourth of the reporting states had decreases in their death totals. Of the 45 states reporting, 11 had fewer deaths than in the same month a year ago, three had the same number and 31 had more deaths.

The 11 states with fewer deaths were:

Delaware	—73%
Wisconsin	—35%
Connecticut	—32%
Arizona	—24%
Massachusetts	—23%
Virginia	—20%
Kentucky	—20%
Illinois	—14%
Montana	— 7%
Kansas	— 5%
Texas	— 4%

In contrast with the 17 per cent increase in deaths for the entire nation, 393 cities reporting for January had an average increase of only 5 per cent over the corresponding month a year ago.

Thus the chief target for attack on the accident problem appears to be the open road in the rural areas of about three-fourths of the states.

Of the 393 cities reporting for January, 92 had fewer deaths than in the corresponding month a year earlier, 83 had more deaths and 218 had no change.

The 15 cities of more than 200,000 population which reduced deaths were:

Columbus, Ohio	—60%
Honolulu, T. H.	—60%
Newark, N. J.	—50%
Akron, Ohio	—50%
Cleveland, Ohio	—36%
Washington, D. C.	—33%
Chicago, Ill.	—25%
New Orleans, La.	—25%
Milwaukee, Wis.	—20%
Buffalo, N. Y.	—20%
Dallas, Tex.	—20%
Birmingham, Ala.	—20%
Houston, Tex.	—13%
New York, N. Y.	— 7%
Philadelphia, Pa.	— 5%

Perfect records were reported by 253 of the 393 cities which sent in January death totals. The three largest were Grand Rapids, Mich. (175,600); Wichita, Kans. (166,300), and Bridgeport, Conn. (159,400).

Among cities with more than 1,000,000 population, Chicago had the lowest death rate per 10,000 registered vehicles. Los Angeles was second and Detroit was third.

The three leading cities in each population group for January, ranked according to the number of deaths per 10,000 registered vehicles, were:

	1950 Reg. Rate
Over 1,000,000 Population	
Chicago, Ill.	3.9
Los Angeles, Calif.	4.0
Detroit, Mich.	5.0
750,000-1,000,000 Population	
San Francisco, Calif.	2.4
Washington, D. C.	2.5
Cleveland, Ohio	2.9
500,000-750,000 Population	
Minneapolis, Minn.	1.3
Buffalo, N. Y.	2.7
Milwaukee, Wis.	2.8
350,000-500,000 Population	
Columbus, Ohio	1.8
Newark, N. J.	2.2
Denver, Colo.	2.4
200,000-350,000 Population	
Oklahoma City, Okla.	2.3
Akron, Ohio	2.5
Worcester, Mass.	2.7
100,000-200,000 Population	
Grand Rapids, Mich.	0.0
Wichita, Kans.	0.0
Fort Wayne, Ind.	0.0
50,000-100,000 Population	
Stockton, Calif.	0.0
Glendale, Calif.	0.0
Pontiac, Mich.	0.0
25,000-50,000 Population	
Tucson, Ariz.	0.0
Battle Creek, Mich.	0.0
Boise, Idaho	0.0
10,000-25,000 Population	
Modesto, Calif.	0.0
Vallejo, Calif.	0.0
Kenmore, N. Y.	0.0

LOOSE GRAVEL
TRY'N TO OUT-BLUFF ME, EH-H-?
WHOOPS! BETTER WATCH THOSE BLIND CORNERS, BUDDY!
HAVING THOSE VALVES GROUND SURE MAKES A DIFFERENCE ON HILLS!
HAVING

SAFETY IN ATOMLAND

From Page 6

Detailed studies of these problems produce acceptable solutions, and installation of signs, signals, islands, street markings, or additional enforcement are forthcoming as the need dictates.

Few cities have such ample parking space available as has Oak Ridge, yet the battle of the fenders goes on apace and here public education techniques combine with engineering and enforcement to eliminate this costly civic headache.

The courts cooperate with the Oak Ridge community safety effort. Three days weekly at police headquarters, in a courtroom that is dignified and in keeping with the best American Bar Association standards, Anderson County trial justice court holds sessions in Oak Ridge as a convenience to local residents. Misdemeanors and preliminary hearings on offense cases are handled here; however, cases requiring further court proceedings must go to the Clinton court. Trial Justice Leon Elkins of Anderson County is up on the subject of traffic law and metes out justice that is both consistent and intelligent.

A Board of Review handles such offenses as are not covered by county law. A. R. V. Wulff, Jr., working directly with the city manager, handles such complaints. Local residents mindful of benefits to the Oak Ridge community find it wise to cooperate in trying to make the town a safe place to live and work.

Hicks Walls runs the Government Permit Bureau and sees that policies of the Department of Public Safety are carried out all the way down the line.

No fees, fines or other court revenues are received by Oak Ridge police and revenue derived from the Oak Ridge license bureau goes back to the state and county who operate the bureau.

The entire protection network of the Department of Public Safety is tied together via three-way radio, an active switchboard and fire alarm recorder. Police and fire departments share the radio wave allocation and close liaison is developed between the departments.

Four zone patrol cars police the Oak Ridge area, while two traffic cars cruise the city, concentrating their attention on traffic problems. They keep cameras handy and photograph accidents wherever and whenever they happen. These are developed in the police lab and are available for evidence or analytical study.

Chief of Public Safety Miller works closely with Nathaniel H. (Dick) Muir, who is charged with fire prevention and community safety engineering. The community is fire-conscious to the Nth degree, and the Oak Ridge Fire Department has displayed unusual ingenuity in developing and maintaining this attitude.

Every house in the community is inspected annually and in the process the firemen get in their licks to educate the citizenry anent the dangers of make-shift electrical wiring, the collection of oily rags in closets, and a myriad other home hazards.

The type of heating unit is checked and inspecting firemen seek to find rubbish, etc., near dwellings, combustibles near the heating unit, improper combustible storage, improper fusing; while they examine the premises for information regarding the condition of the smoke pipe, clearance of heating unit plus its insulation, and service wires.

These fire hazard reports are filed at central fire headquarters. They are kept up to date and follow-up inspections cut down the hazards to the point where during the first six months last year, the per capita fire loss in Oak Ridge was only six cents per person compared with a national average of $1.56 per person in cities of comparable size.

Dial telephone, Gamewell tape relay, spider phone, high frequency radio and intercom systems give Oak Ridge fire fighters five methods of relaying alarms. Another unusual feature of this fire-conscious community is the card index cued to the 350 fire alarm boxes in the community. Since Oak Ridge covers some 20 miles of area, these cards help the captain to plan his strategy, such as laying hose, etc., while on route to the fire. For each of them has mapped on the reverse side the call box location, and all streets, buildings and hydrants in that vicinity.

Gadgetwise, the fire department is organized to pump water the minute they get to a fire. One device developed by the department is a Siamese-gaited intake with two 2½" valves at one end and a 4½" on the other. Water is pumped immediately via the booster tank, while firemen hook up the contraption directly to the hydrant, and the pumper switches directly from booster supply to hydrant without loss of time or flow.

Some of the department personnel we met with included Deputy Chiefs Edwin C. Dale and Lynn H. Brock; Lt. Carl Ford of No. 1 Company; Lt. C. R. Clough, charged with fire inspection; Homer Jones, clerk in the commissioner's office, and Joyce Madden, secretary at fire headquarters.

Morale in the department is high for Oak Ridge firemen are conscious of the high degree of interest in their welfare and equipment which Chief Miller of the Department of Public Safety and Fire Commissioner Troy Richardson demonstrate continually. As in our largest cities, Oak Ridge firemen sleep in their stations when on duty—close to their boots for a 30-second getaway should the alarm bell clang. And, traditionally, they eat in fire station kitchens where the cooks are tops in producing menus that call for more.

With such a high level of cooperation and correlation of activities within and between departments, it is small wonder that Oak Ridge ranks top high among America's safety-conscious cities.

A new Safety Council has been developed in Oak Ridge, headed by Harry C. Weaver, which will work independently of the Atomic Energy Commission's safety department. The council has invited George E. Miller, safety chief of Oak Ridge, to serve as adviser to its executive committee and the safety department will cooperate with the council as needed.

Public information and public support activities have been in high gear in Oak Ridge since its inception. *The Oak Ridger,* local newspaper, and Radio Station WATO see to it that safety data is made usable and presented in an interesting manner to their readers and listeners. And every civic agency in the community is fitted into the community accident prevention program where they will prove most effective.

The schools have developed safety education as a "must" portion of the curriculum. School patrol organizations function with help from the police department. Approximately one-

third of all students graduated from Oak Ridge High School were given three hours of classroom instruction on the safe operation of motor vehicles and about seven hours of behind-the-wheel training in safe driving. All schools included instruction in safe bicycling and pedestrian protection in regular school work.

Most significantly, I noted a community sponsored by the United States Government, which was aware of the economic loss which accidents cause. To my surprise, it was also a community where government personnel was anxious to effect savings in the cost of administration. For the Department of Public Safety has consistently trimmed its personnel and budget, while—at the same time—the community safety effort has suffered no alteration in service or serious impairment of efficiency.

As Chief George E. Miller put it: "We give our top efforts to turn in the best possible job in the most forward looking official programs we can develop to prevent accidents. But official programs alone cannot obtain maximum results. Real results approaching maximum effectiveness are possible only with the wholehearted cooperation of the individuals and groups who make up our community."

In thinking over that statement, and comparing it with what was observed in our few days of on-the-spot reporting, the big things that stood out were not obtained in the perusal of fact sheets or from studying via slide rule. They were homely comments from the waitress in the Guest House, who advised us: "If you're driving, take it slow and easy going down that Turnpike; it's mighty slippery out today." Or the youngster who scornfully advised me to cross at the crosswalk. He knew the crosswalk, even though snow covered the markings. He was traffic-wise. He was Oak Ridge.

And, when we looked back at the twinkling lights of the City of Oak Ridge, sparkling from thousands of homes, and streets, and business establishments in the winter night, we knew that safety had come to stay in Atomland. It was a potent part of a civic picture that not only tells a story of accident prevention but also bespeaks that intangible something which for want of a better name we call the American way of life.

Pennsylvania Police Course Set for April

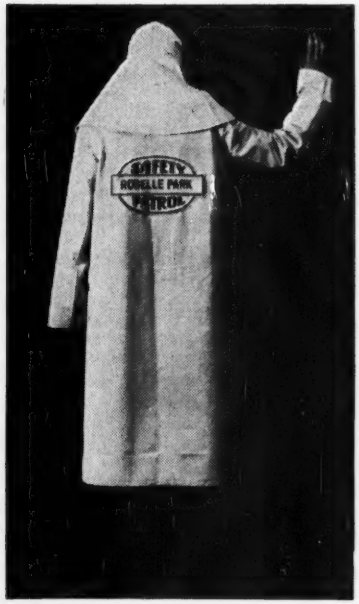
The 11th Annual Traffic Officers Training School will be conducted at The Pennsylvania State College, State College, Pa., from April 30 to May 11, 1951.

The School has been planned to meet the needs of the present day traffic conditions. Either recruits or experienced men may attend. In addition to the scheduled topics, special problems of the men are discussed at general sessions which are held either during the day or in the evening.

Instructors will include representatives of Pennsylvania State Police, Northwestern University Traffic Institute, Philadelphia Police, Pittsburgh Police and other well-known organizations.

Additional information can be obtained by writing Course Co-ordinator, Institute of Public Safety, The Pennsylvania State College, State College, Pennsylvania.

Teen-Agers may not always appreciate it, but they are the real "big shots" to little tots. Good example in walking and driving by Teen-Agers really pays off in checking child accidents.



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Untangling Philadelphia Traffic

From Page 9

This route was then used as a one-way westbound artery from the 22nd Street intersection on The Parkway to the West River Drive between 4 and 6:30 p.m. In order to permit the westbound Parkway traffic to bear left into Callowhill Street without interference, a change had to be made in the normal timing of the traffic signals at the Parkway intersection. This was before the days of two dial controllers but the change was accomplished by installing a second set of contacts and a switch which the park guards could throw to select whichever timing sequence was wanted. The special timing during the afternoon peak period was made by changing the contacts for the Callowhill Street traffic to the eastbound Parkway traffic signal faces. Thus the westbound Parkway traffic moves independently of the eastbound traffic and twice during each 80-second cycle. Approximately 12,000 vehicles use this route to the West River Drive in the afternoon. This has greatly relieved congestion at the Art Museum Circle.

A similar change in timing was used to relieve congestion at The Parkway, 18th and Race Streets where during the morning peak hours there is a very heavy flow eastbound on The Parkway and Race Street. The normal timing sequence here is The Parkway in both directions, then 18th Street during the first 40-second cycle; then The Parkway in both directions and Race Street during the second 40-second cycle. The timing sequence during the morning is The Parkway and Race Street eastbound, then 18th Street during the first 40-second cycle; then The Parkway in both directions and Race Street during the second 40-second cycle. The timing sequence during the morning is The Parkway and Race Street eastbound, then 18th Street during the first 40-second cycle; and The Parkway and Race Street eastbound, then The Parkway westbound during the second 40-second cycle.

Sometimes it is necessary to resort to unorthodox methods to solve a traffic problem. Plan "B" shows the area around Logan Circle on The Parkway with 19th Street, a southbound artery, and Race Street, an eastbound artery. The 19th Street car tracks hug the outside of the circle permitting only one lane of vehicles between the tracks and the circle. Turning into 19th Street at the south side of Logan Circle they cross almost the full width of The Parkway and all of Race Street.

Plan "B" also shows the original traffic control plan at the south side of the Circle, a small island separating The Parkway and Race Street. Under traffic signal control, The Parkway traffic, including street cars and the southbound vehicular traffic, moved together during one phase of the cycle and Race Street traffic during the other phase. Pedestrians, to be safe, had to cross to and from the Circle in two jumps and on the side where the island was located.

This arrangement was satisfactory until The Parkway traffic became so heavy that the 19th Street traffic could not merge and cross so as to get on the right side to make a turn south on 19th Street. Then this traffic and the street cars turning right across the straight through Parkway traffic created confusion which delayed all the traffic and increased accidents.

In order to clean up the situation, we decided that as long as the street cars had to turn right from the left side of the intersection, the proper solution was to force all traffic turning right to do so from the left side even though it was contrary to the established rule of right turn from the right side of the roadway.

Plan "C" shows the traffic flow under the present arrangement with traffic from The Parkway and 19th Street destined for 19th Street turning right from the inside lanes during one phase of the signal cycle and The Parkway traffic moving straight through and the Race Street traffic straight or right into 19th Street, moving together under the second phase. Under this arrangement pedestrians are able to cross The Parkway without interference during the first phase of the cycle.

Large directional signs were installed to direct approaching traffic to the proper lanes and the street was painted, as shown on plan, to guide the traffic. Frankly, the adverse criticism engendered by this change, because of its unorthodox arrangement, was hard to combat. We stuck to our belief, however, that after motorists became accustomed to the change, they would accept and like it. After about

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two months, the critics turned to advocates of the plan and traffic moves through this section without difficulty. In addition, the pedestrians are getting a long deserved break.

Changing the direction of traffic on two streets skirting the southern boundary of the Central Business District simplified the movement of traffic at the eastern end of the South Street Bridge over the Schuylkill River. Plan "C" shows the street system involved. South Street was one-way westbound, Lombard Street one-way eastbound and 27th Street northbound because those are the directions in which the street cars had moved on these streets for many years.

Under this arrangement a three-phase traffic signal operation was required at the east end of the Bridge. During the first phase westbound, South Street traffic moved; during the second eastbound, traffic moved right or left into 27th Street; and, during the third phase, 27th Street traffic moved. Serious congestion developed at this location as the volume of vehicles on our streets increased in leaps and bounds after 1945.

We realized that this congestion could be practically eliminated by the reversal of traffic on these streets but the traction company was not willing to spend the money for track changes. Conditions became so bad, however, that an agreement was reached with the company and track changes were made so the direction of traffic could be reversed. With South Street eastbound, Lombard Street westbound and 27th Street southbound, only a two-phase traffic signal was needed at the end of the Bridge and the Lombard, 27th Street traffic desiring to cross the river moved continuously across the bridge. This has completely eliminated the congestion at the South Street Bridge.

Arson Investigators' Seminar at Purdue

The seventh annual seminar and training course for arson investigators will be conducted at Purdue University, Lafayette, Indiana, April 23-27, 1951, according to an announcement by Professor Shelby Gallien of Purdue's Public Safety Institute.

This course offers an opportunity for specialized study and discussion of arson investigation problems under the guidance of outstanding police and fire specialists from all parts of this country and Canada. The seminar is conducted by the Indiana Fire Service Training Schools and the Public Safety Institute of Purdue University, with the cooperation of local, state and national organizations interested in arson control and prevention.

The effective detection and investigation of suspicious fires is recognized today as an important phase of public protection, especially as a means to improve our national security against the possibility of sabotage. It is also a technical and somewhat specialized field requiring first-hand knowledge of modern techniques and methods. Present trends indicate a steady increase in the number of set fires and the use of even more ingenious methods by the arsonist to escape detection. These factors place an even greater responsibility for effective action on the part of all agencies dealing with the investigation of suspicious fires.

Further information and complete details of the 1951 Arson Investigators' Seminar are available from the Public Safety Institute, Purdue University, Lafayette, Ind.

"SCREW DRIVER'S and SCREW JAYS"

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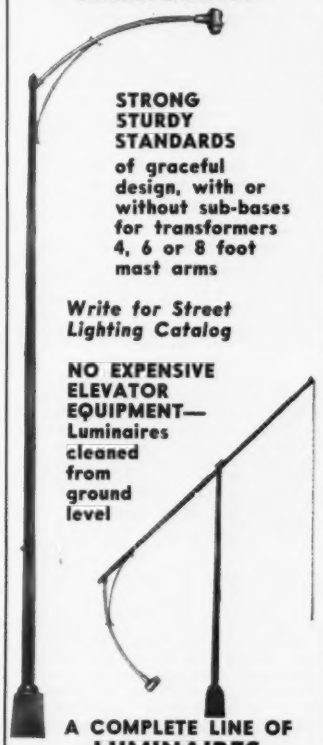

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1. Safety Island Lighter: Information on a new safety island lighter which not only illuminates the island and area surrounding it, but is equipped with eye level warning lights for motorists and a spotlight that shines on traffic officer when he is on duty. *Revere Electric Mfg. Co.*

2. "Mechanical Cop": Brochure describes a complete portable traffic signal, which is an electrically operated, self-contained unit. Conforms in design with signals in general use. Unit can be moved by anyone on retractable wheels. Automatic flasher in all colors, directions. *Burbou Industries, Inc.*

3. Communication Equipment: Three new brochures: 2J691, on "Fleetfone" station equipment; 2J6912, on "Carfone" station equipment; and 2J6926, on AC "Carfone" equipment are now available. *Radio Corporation of America.*

4. Airport Lighting: Medium intensity lighting for small airports, and for secondary runways and taxiways at large airports is described in new Bulletin 49090. Systems can be used on new runways, or can be adapted to existing equipment. Meets applicable CAA or AN Standards. *Line Material Co.*

5. Warning Light Flasher: Device flashes light 65, 115, or up to 120 times a minute. Operates whether vehicle is in motion or standing still. Ideal for emergency vehicles. Simple installation. *Macchi & Co.*

6. Accident Illustration: Simple and effective device makes it possible to record graphically accident situations. Stamps cut in shape of trucks, cars, buses and symbols for pedestrians, etc., enable you to recreate scene. For accident investigation, traffic surveys and legal diagrams. *Forbes Stamp Co.*

7. Sign Manual: Illustrated catalog contains full information on street, city entrance, directional, railroad, traffic and school signs. Accessories such as brackets, and barricades, including a collapsible model, are included. *Lyle Signs, Inc.*

PUBLIC SAFETY **MARCH, 1951**

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Traffic Safety and the World We Live In

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If we could discover just why a steering wheel and a hundred horse power motor turn some of us into barbarians, perhaps we could also deal more effectively with the root causes of interclass, interracial and international strife.

Are We Too Sorry?

What I am going to say next may sound like rank heresy but is in fact entirely consistent with the positive, constructive concept of Safety.

The prophets of gloom are fond of saying that mass production destroys pride of craftsmanship, network comedians and syndicated columnists stunt individual thinking, the Welfare State discourages initiative and self reliance. We expect the state to protect us against everything unpleasant — poverty, illness, foreign competition, accidents. We feel sorry for the victim of any misfortune, forgetting that what happens to us is largely our own fault.

I feel quite sorry for myself if I get a bad cold and have to stay in bed. My family does not feel sorry for me. They feel, and don't conceal it, that I could have avoided the fatigue or exposure that led to the cold; that my sneezing and coughing and demanding meals on a tray is actually an imposition on the rest of them. And they are quite right.

The great majority of accidents could have been avoided by "defensive driving" (or walking) on the part of the victims, even when "the other fellow" or the car or the road was grossly at fault. For proof, look at the extraordinary no-accident records of many truck and bus drivers.

Sympathy and help for the unfortunate is one of our finest traits. But undiscriminating sympathy for the victim of a self-invited misfortune does not breed either wisdom or character in the recipient. We who enjoy the benefits of the Machine Age must accept the attendant responsibilities.

I suggest then that we stop feeling so sorry for the able-bodied adult accident victim. Help him if his injury is severe but censure him for his error of commission or omission which permitted the accident to occur. Many fleet operators already regard accident involvement, with suitable exceptions, as prima facie indication of unsafe driving. Some driver license administrators take a similar view.

Might even our traffic laws recognize this same principle? These now attempt to prescribe in detail just what the driver shall do under a wide variety of circumstances. Yet we know that safe driving is a matter of skill and judgment rather than of memorizing a long list of rules. Might the law declare the general basic rules of right-of-way, speed, overtaking and passing and the like, which also would provide the basis for enforcement in non-accident cases; and then declare further that involvement in an accident shall be prima facie indication of an illegal act? To work this out in practical detail will not be easy; the very idea may seem revolutionary—but so is the self-propelled vehicle!

(Mr. Williams' Beecroft Lecture will be concluded in the April issue.)

North Carolina Stamps Daily Death Toll on Mail

Mail going out from the Motor Vehicle Department of the State of North Carolina is carrying the daily toll of highway traffic deaths stamped in green on the lower left-hand corner of each envelope mailed.

A small tombstone carries the fatality figure for the current year up to the day the letter is mailed. Daily fatality figures are supplied by the Highway Patrol in connection with the daily feature, "Bloodshed Boxscore," which is used in many of the state's newspapers and by most of its radio stations, according to a recent item in the *AAMVA Bulletin*.

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"We've saved $3,550, now. John has his phonograph business so I'm able to put more than 25% of my salary into Payroll Savings. I buy a $100 bond each month which goes toward paying for Jim's education."

"Jim's at the University of Santa Clara now, taking pre-medical work. Bonds are paying his tuition, and we're still buying them toward that M.D. for him. The Savings Bond method is wonderful for parents!"

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3. Start saving automatically by signing up *today* in the Payroll Savings Plan where you work or the Bond-A-Month Plan where you bank. You may save as little as $1.25 a week or as much as $375 a month. If you can set aside just $7.50 weekly, in 10 years you'll have bonds and interest worth $4,329.02 cash!

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